

HOW JIMMY DEAN WON 1st RACE

See Page 7

MOTOR RACING

Vol. 1—No. 9



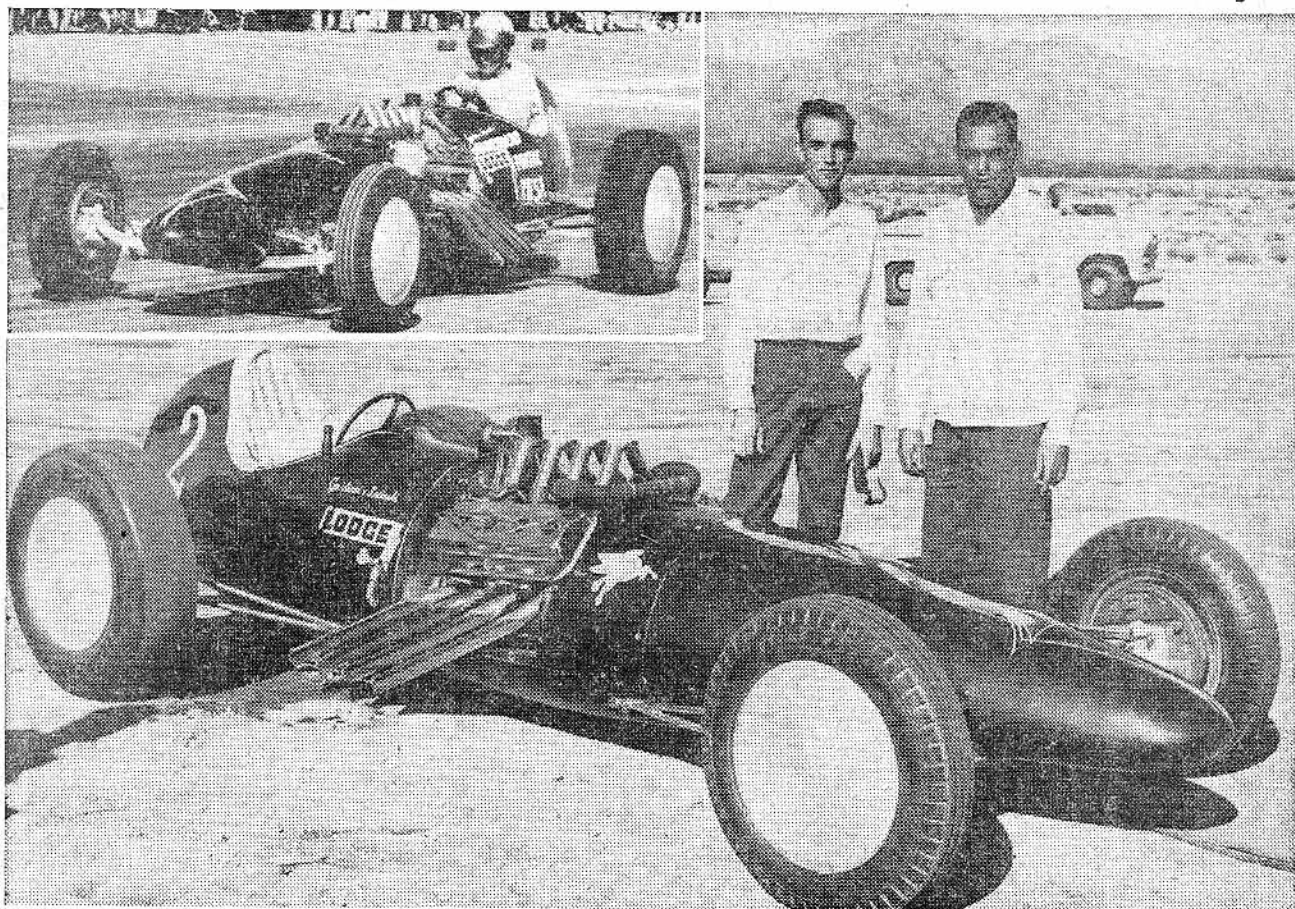
Los Angeles, Calif.

February 10-17, 1956

Price 10c

RIVAL GROUPS PLAN MILLION \$\$ ROAD RACE TRACKS NEAR ONTARIO

See Page 1



REAL COOL FLYER—Entered in Sunday runs at Santa Ana drag strip is the spectacular Losinski & Duncan Chrysler-powered Special. At Phoenix recently, Ed Losinski (left), Norwalk, who built the dragster, turned 151.77 mph, fastest time ever recorded for a single-engined drag

racer from a standing start in a U.S. acceleration test. With Ed is Harry Duncan, Compton housing contractor and owner of the machine. Inset shows dragster in action on a quarter-mile run. The car will be displayed in front of Western (Race Movies) Theatre Saturday night, Feb. 11.

PALM SPRINGS RACE CARD SET

See Page 4



GORDON BETZ Lester Nehamkin
Receives MotoRacing, Wynn's Trophies

Betz Awarded MotoRacing Trophy at Elks Program

Elks Lodge No. 99's annual Auto Racing Night, regarded by the sport's veterans as the most pretentious affairs of its kind in the country, lured a whopping turnout of some 2000 Wednesday, Feb. 1.

The roster of visitors read like a "Who's Who" of racing—ranging from topflight drivers, car owners and mechanics to promoters, officials, writers and just plain fans.

Tom Hanlon, ace KNX-CBS announcer, handled emceeing duties ably. Elks' co-chairmen were Wes Mahaney and Johnny Yates.

Evening's highlight featured "so long" awards to Gordon Betz, highly-regarded AAA Pacific Coast Zone Supervisor, who is retiring as a racing official after some 10 years of outstanding service. He is being replaced under the new USAC setup by

Luigi Lesovsky, well-known race car engineer.

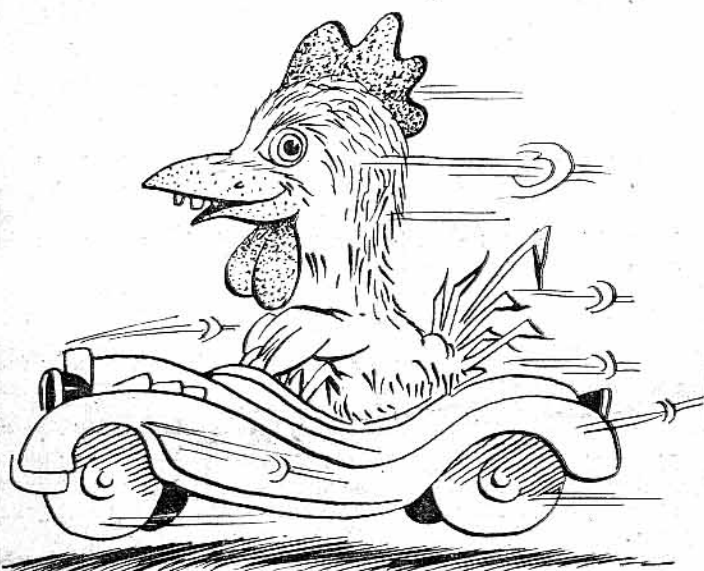
One award, inscribed "From Your Many Friends—a Fond Adieu," was presented by MotoRacing. The other, an elaborate silver-plated ice bucket, was inscribed "For Outstanding Service to Racing," and was donated by the makers of Wynn's Friction Proofing products.

Dean Race Story On Page 7

The first sports car race for Jimmy Dean—in a Porsche Speedster—resulted in a smashing victory for the late great actor.

For details, turn to page 7 for the second installment of "The Jimmy Dean Racing Story."

Scarcer Than Hen's Teeth



Listen to em Moan

SINCE THE free list was cut off, it is no snap to come across a copy of **MOTORACING**—that is, unless you are a subscriber, in which case you receive your copy regularly in the mail. All the others are on the outside looking in, with their schnozzolas pressed against the delicatessen window. You should hear the moans! In short, **MOTORACING** is becoming scarcer than hen's bicusps. There is only one way to make certain you will not miss a copy of this informative, hard-hitting publication—and that is to **SUBSCRIBE**. Do it now—**TODAY**. Turn to page 3 for the handy subscription order form.

AN EDITORIAL

Local SCCA Goes 'Pro'!!

WE FIGURE our friends of the Los Angeles Region of the sports Car Club of America, better known as the SCCA, have been whacked with some febrile malady that has temporarily dislodged them from their respective trolleys.

Or else they have been hitting some melodic notes on the ol' Chinese Saxophone.

Otherwise, how do you explain their latest caper?

They are staging some professional races later this month at Palm Springs.

Not in the professional sense, dear brethren, that the drivers are going to derive any scratch from the action. Heavens No! That's

(Continued on Page 11, Cols. 4-5)



Vol. I—No. 9

Los Angeles, Calif.

February 10-17, 1956

Plans Bared for 2 So. Calif. Multimillion \$\$ Race Plants

Both Tracks at Ontario

By Gus V. Vignolle

SOUTHERN CALIFORNIA, sorely in need of a high-class road racing course, will have TWO of them if the ultra-ambitious plans of two alleged corporations are realized.

The promoters of both are talking in terms of multimillion-dollar projects, and, strangely, both, at this writing, are planned for Ontario, east of the airport there, and separated by some 100 yards!

That, of course, will never happen.

One outfit is the U.S. Automotive Testing Co., which already has set up headquarters in San Marino and which lists a Kermit Pollack as president of the corporation.

The other is the Grand Prix Development Group Corp., with Wes Beaman named as president. This one has advanced to the point of naming Jacques Brugnon, the ex-tennis ace, as vice-president in charge of international relations and as representative to FIA, with offices in Paris.

Pollack said Rudy Cleye, local

(Continued on Page 5, Col. 3)



FLORINE STOVALL AND PAT McAfee
Pat (right) Takes Over as Women's Sports Car Club Prexy

Women Install '56 Officers

Ninety members, husbands, honorary members and guests kicked their heels and frolicked at the third annual banquet of the Women's Sports Car Club Saturday, Jan. 27, at the Tournament room of the Pasadena Athletic Club.

A brief installation saw outgoing president Florine Stovall hand over the gavel to Pat McAfee, 1956 prexy. Ellie Mahon, mistress of ceremonies and banquet chairman, introduced outgoing officers, who in turn installed the new officers.

Florine Stovall presented WSCC dash plaques to honorary members present. Never were so many hairy legs displayed so proudly, each circled with the lacey, frilly garter denoting membership in the distinguished Order of the Garter. Knights of the Garter attending were Dave Bracken, Jim Mourning, John Porter and Curt Warshawsky.

A close look at Porter's WSCC identification badge showed you that he had carefully changed the name to Joan. Bracken wore his WSCC pin as a tie pin.

Among highlights was introduction by Sunnie Baker of the band—Gerry Dolin and the "WSCC Pit Crew" attired in racing coveralls and helmets. Their first number drew mixed com-

ment when, for lack of a racing song, they played "See the U.S.A. in your Chevrolet." With a Corvette team at Sebring, maybe this is more apropos than we thought!

Dancing closed a gala evening.

Weissman CSCC Prexy

Board of Governors of the California Sports Car Club last week unanimously elected Joe Weissman president of the club for 1956, succeeding Ken Miles, who has served for the past two years.

Other officers are Dick Van Laanen, vice-president; Cyril Yedor, secretary, and Ray Frug, treasurer.

Perry Peron was voted to the board in place of Phil Hill, who resigned.

Race chairmen for the year will be Van Laanen, Carlyle Blackwell, Jr., and Lew Kaplan.

The Contest Board was enlarged from four to five members—Bill Pollack, Yedor, Peron, Blackwell and Miles. A Negotiating Committee to select racing sites and make contractual arrangements consists of Kaplan,



JOE WEISSMAN
New CSCC President

COMING!

● In Next Issue of
Motoracing

Ken Miles, noted British driver and top under-1500cc winner here, tells in an explosive article why America is not yet ready for professional sports car racing. It's bound to cause a wave of hot comment. Don't miss it!

Another installment of the fascinating "Jimmy Dean Racing Story" appears in the next issue of **MOTORACING**. Read how the late great actor was on the way to becoming a top-notch sports car driver when death cut short his career.

EXCLUSIVE

Be Sure to Read ●
Motoracing

• Racing Pow-Wow

By Maury Powell

MILLION \$\$ UP IN PURSES AS BRIGHT USAC YEAR FORECAST

TRITE THOUGH it may sound—we must lead off today's tome with the pronouncement that auto racing is destined for a banner year in 1956.

This is something all racing groups (and most other outfits) put on their mimeo releases annually—and in the post-war era they've generally been correct.

This corner, unlike about 95 per cent of the other reading material in MOTORACING, is devoted to what goes on in the professional racing world. We've been a satellite in that world for some 15 years and consequently feel just as authoritative about our manner of going around in circles as the next guy.

The other night in General Petroleum's vast auditorium, some 200 racing personnel including drivers, mechanics, car owners, officials and the like, gathered to hear Duane Carter, racing director for the United States Auto Club, reveal 1956 plans for the group which succeeds the AAA's Contest Board in automotive competition regulation.

The meeting was well-conducted by the gentlemanly Carter. He informed the group that more than \$1,000,000 in purses is up for grabs in midget, sprint car, stock car and championship-class racing. And topflight drivers will be doing the grabbing, you can wager on that.

One reason is most AAA drivers have signed up with USAC. Another is Carter's announcement USAC will not honor AAA's or any other group's fines or bans. Which means Johnny Mantz and Chuck Stevenson, who've raced with NASCAR, will likely skip to USAC—Johnny chiefly for stock car racing, and Chuck largely for stocks and perhaps a return to the championship jobs.

CRAWFORD'S SELECTION PRUDENT MOVE

Ray Crawford was elected drivers' representative—a prudent move since Ray not only is a diplomatic sort of bloke but also is sharp business-wise as exhibited by the fantastic success of his family's market operations in the San Gabriel Valley sector.

If USAC goofs on any of its decisions, it may be the matter pertaining to cooperative racing with "outlaw" groups, such as the United Racing Association. There appeared to be a reluctance toward an outright decision on this the other night, but Carter said a final judgment was due at the national USAC meeting Feb. 10 at the Sheraton-Lincoln Hotel in Indianapolis.

Western racing fans always will be penalized when the hot-shots take off for Indianapolis late in April, unless URA and USAC come to a working agreement. Certain drivers unable to secure a speedway "ride" and who are unwilling to uproot their homes to try their luck on the eastern and midwest circuits are left no choice but to starve, or go "outlaw."

Why in tarnation can't these few laddies be permitted to compete with groups like URA? Besides, URA's an excellent training ground for new pilots.

STUFFED SHIRTS MAY BE OBSTACLE

One rather vague excuse given was that there may be a tendency towards over-racing of the type that led to midget auto racing's near-suffocation in the late 1940s. ARDC and AAA worked well together in eastern midget shows last year. No reason USAC and URA can't do likewise—unless some stuffed shirts somewhere along the line simply insist upon shoving their pride sky-high without regard for the less fortunate.

USAC has arranged for fair insurance coverage for its members and is working for betterment. Present coverage includes \$5000 death and dismemberment, and \$40 per week for 52 weeks disability.

We say—good luck to USAC, but don't leave racing holding the sack.

Showmanship is an integral part of racing promotions. We thought we'd seen everything until our recent visit to Phoenix for the NASCAR 150-mile stock car go, which explains our absence from this corner last issue.

Ernie Mohamed had everything going for him, pointing to a dandy gate. But, he tuned everybody in except the master plumber upstairs.

Rain and cold weather kept an expected turnaway crowd down to 5200 faithful. But Ernie gave the fans both barrels anyhow. In fact, twin four-barrels.

First off, he turned loose a 75-piece band from South Mountain High School, complete with gorgeous majorette and drum major. Now, we've been to racing promotions all over the country, and nowhere except at the "500" at Indianapolis have we ever seen a band cavort.

Oddly, the school's nickname was "Rebels," which fitted nicely in with Ernie's roster of NASCAR pilots, most of whom hailed from Georgia, North Carolina and other Mason-Dixon territories. Naturally, "Dixie" was rendered immediately following the "Star Spangled Banner!"

HE HAD CHARMING GALS ON HAND

A cartoon once appearing in National Speed Sport News depicted Mohamed as a desert sheik replete with a flying carpet and fascinating hours showering their favors upon drivers at his race.

So, Big Mo had a couple of charming lassies attired in those flimsy PJs emerge from a tent to handle the bestowal of trophies upon the lucky drivers—Joe Weatherly, Marvin Panch and Frank Mundy, in that order—who were the top three qualifiers!

A thunderstruck photographer, shooting material for an article to appear in Saturday Evening Post built around Mundy, really gave his camera a going-over. He readily admitted he never expected to get in on anything quite so colorful on that assignment.

If we know Big Mo and his charming bride, Little Mo, the fans haven't seen anything yet. Keep your eyes on Phoenix—racing's due for lots of surprises out yonder!

MOTORACING

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LETTERS to the Editor

WANTS VW SPECIAL

Just a word to tell you how much I enjoy MOTORACING. It fills a long felt need for a NEWS-paper about racing in contrast to the "lifted pinkie" and "too, too sporting" FAN magazines that one finds on the news stands today. Every time I read one of those slicks I have to make a date with my psychiatrist to discuss my rejection complex.

All of which brings us to the subject of the "forgotten man" of motordom: the average guy (or gal) who thinks that cars can be fun but who can't (or won't go into debt deep enough to) make the "cocktail and hot-foot" set. This character would like to have a go at competition but doesn't like the idea of being laughed at and getting the brush-off for not owning a Ferrari Mondial and a portable machine shop.

So . . . I've been wondering about the idea of a "Volkswagen-Special." I think the VW-Special has a lot of possibilities. With any interest at all being displayed, I am sure that one or more of the fibreglass body manufacturers would bring out a body. There might be enough interest to form an association, clubs, etc. With rules as to permissible motor modifications, if any, a lively new racing "formula" might evolve.

How about putting out some feelers on the subject? I feel that the matter might evoke quite a bit of interest.

Al Woodbury,
Los Angeles 26.

GOSSIP AND TRUTH

Congratulations! This is the best conglomeration of news gossip, and gospel truth that I've read. Love it!

Jane Moore,
Hollywood 28.

SHOT IN ARM

This is just the publication racing needs—a true shot in the arm!

Bob Culleton,
Los Angeles 45.

DOING FINE JOB

Please start my subscription. Looks like you are doing a fine job. Best wishes.

Stanley T. Horn,
Tujunga, Calif.

THEY DIG IT

Dig MOTORACING the most!
T. C. Contingent,
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REPORTING HONESTY

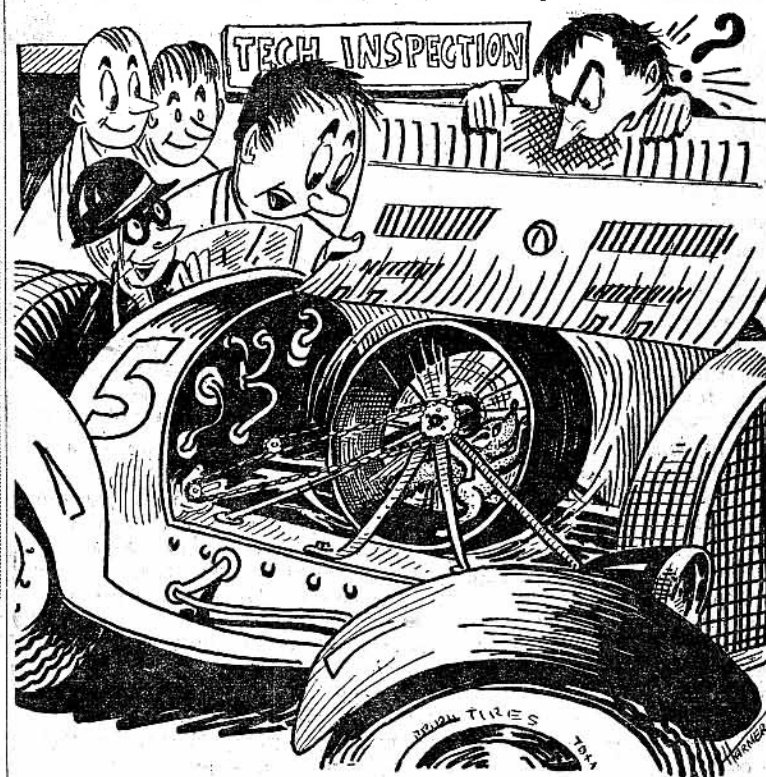
You cannot miss success . . . Your honesty in reporting truthfulness in writing and true sportsmanship make it a great paper. It's an honest and clever sheet, and I read it from cover to cover.

Jack Lukow,
Beverly Hills, Calif.

WANTS TECH TIPS

Would it be possible to have a
(Continued on Page 11, Col. 1)

★ SPORTS CAR-TOON . . . by Bill Harmer



THE DUKE WONDERS...

WHY THE editor of a national automotive publication is squatting on one of the hottest steam car stories to come along in years?

How come it took a major Los Angeles newspaper's auto racing writer about eight paragraphs to finally tell who won the first USAC-sanctioned midget auto race at Bonelli Stadium?

If certain second echelon race committee members know that the local newspapermen are banding together and preparing to blast them for their attitude around the tracks?

Whether the tremendous new plans for a road racing circuit in San Diego's Balboa Park will materialize before the 1956 season is over?

How much truth there is to the rumor that a Mercedes 300SLR in now in a large midwestern city being prepared for competition?

Whether there is really any love lost between Buck Baker and Frank Mundy, now teammates for Carl Kiekhaefer, the Sportsman-millionaire who builds Mercury outboard motors?

If it's true that one of the winners of the WSCC's Order of the Garter won't wear his badge of honor in his car because of three consecutive accidents while racing with it in the cockpit?

Whether the long awaited list of violators of the production car registrations won't be in the hands of newspapermen as soon as the individual who compiled it is released from his official obligations?

What Phoenix auto racing promoter's wife was ticketed by the gendarmes the other day? (For speeding, natch!)

If a NASCAR-RRR affiliation won't bear professional road racing fruit in the Phoenix area sometime in March of this year?

Why the CSCC doesn't have a representative at the meetings of the Motor Sports Committee of the Recreation and Parks Department, where such important questions as the future of Hansen Dam are being discussed?

Why the CSCC suddenly dropped the addresses of new members from the monthly News Letter, which in the past has listed them in lieu of a club roster?

If the CSCC knows that MOTORACING has received inquiries wondering why the club's financial statement has not been published in the club's News Letter as announced at the recent general meeting?

If anyone knows that Ray Brown, local speed genius, is now devoting 99 per cent of his time to making and delivering hundreds of seat belts weekly?

If anyone knows that Ed Lynch, local Michelin X dealer, rode on the 1948 Olympic Bike team?

Who the bright boy was who thought up the idea of practicing around Torrey Pines on Friday before the race?

If a dealer of imported cars is still miffed because he doesn't get the rumbles he thinks he has coming in a metropolitan daily (funny how some guys get spoiled)?

If the suggestions made by Hildreth Hoppe and Karl Brigandi at the recent CSCC general meeting will bear fruit?

Why drivers aren't given a hearing before they are summarily disqualified?

Who goofed when only one tow truck was on hand for the CSCC Torrey Pines races?



Vignettes

by Gus V. Vignolle

THEY BETTER QUIT PUSHING THE PRESS AROUND AT THESE RACES

BEFORE THINGS get any worse, this writer wants to pass on some sound advice to one Dave Bracken, who, along with other guys, is entrusted with keeping mortals back and out of sections where they allegedly don't belong at races staged by the California Sports Car Club.

Right now, Skullbuster Parker and his L.A. Police Dept. Billyclubbers are in agua caliente with the local metropolitan press for the awful shoving around they gave the press at the recent Santa Fe train disaster. Parker hasn't heard the end of it.

And that's exactly the spot that Mr. Bracken and his cohorts are going to be in, unless they wise up.

Sure, road racing is dangerous and you have to keep photogs and reporters out of certain areas. But you can use a little tact, give orders in modulated tones and act like a human being.

The Box Brownie Brigade and all those alleged, asserted and purported "photographers" and "reporters"? Throw all those phonies out on their posterior!

But watch it with the legitimate press, especially photogs from the metropolitan newspapers. Photogs from the two morning newspapers have been pushed around. They have reported this to the sports editors — and it ain't going to do road racing any good.

If this keeps up, Bracken, papers aren't going to send photogs to cover the races. And if this thing continues to get out of hand, the papers are liable to take a nasty attitude toward racing. Sure they'll send photogs out, but you'll hit the ceiling when you see what they print.

A NICE TALK WOULD BE OF HELP

Joe Weissman, naturally, consistently backs Bracken up. He ought to have a heart-to-heart talk with him, point out the value of good public relations and tactfulness; otherwise, those crowds are liable to dwindle and dwindle badly.

Years ago, one of the mets campaigned against auto racing. At the funeral of a driver — I believe it was Ernie Triplett—some drivers and others lambasted the photographer who was there following out his assignment of taking pictures.

Well, sir, the sheet really opened up then. And you know what? Racing went into the doldrums around here for a long, long time.

The very same thing could happen to sports car racing around here. Any ONE of the four metropolitan papers could do it, Mac.

Furthermore, we knew one legitimate photog who was pushed around at the SCCA Torrey Pines race when he attempted to take shots of a woman driver who was killed there.

This had not better happen again!

And to our pink-shelled ears has come the report that photogs are going to get the same kind of treatment in case of similar circumstances at CSCC races.

This is just a warning, Bracken & Co.—it better not happen!

Because if it does, you're just liable to see the most terrific campaign against road racing (with lots and lots of pictures) that you could imagine.

And when that happens, you know what? Well, when you drop around to a road race you're going to see twice as many drivers as spectators.

That gelt won't be there. That box office formality will be a thing of the past—because Jose Blow and his brother won't be around to make it possible.

And don't give me any guff, either, because this is just a starter!

COUPLE OF ASIDES TO COUPLE OF PEOPLE

Aside to Al Torres, et al.: Thanks, kid, for the Valley steer on the track that's due for Ontario . . . Aside to "Doc" Hoppe: Where did you get your dope that Phil Hill won at Buenos Aires? He was second behind Stirling Moss . . . Aside to Omer Orsi: Thanks for that tremendous Meserati book. Photos and art work were magnifique . . . Aside to Carlo Mariani: Terrific job on the 1955 Ferrari yearbook, which devoted a full page to Santa Monica's Phil Hill as the top Ferrari piloto for '55, and space to Ernie and Jack McAfee, Masten Gregory, Carroll Shelby, John and Josie von Neumann, Ken Miles, Tom Bamford, James Kimberly, Sherwood Johnston and Howard Hively.

Dusty Mahon, one of our favorite people (who now has his own travel agency in Westwood Village), has lined up some great tours to Le Mans and other top European races, but the deal that sends us is his Sebring tour.

You leave by Mexicana de Aviacion-Pan American plane on March 17 for Mexico City. Two great days there. Then you fly to Havana for two more days. In our youth, we spent a long, long time in Mexico City and Havana. And that is the reason we are no longer young. Havana—if you know the spots—is absolutely the wildest.

Next you fly to Tampa, where you pick up a "U-Drive" car and motor to Sebring for three days, taking in the big race on March 24 and leaving for home the Monday after.

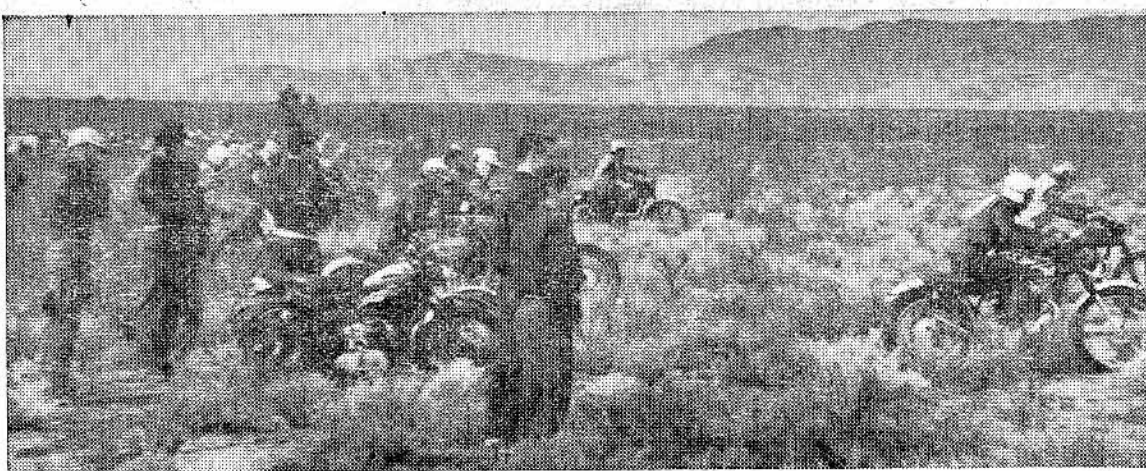
PARRAVANO FINE NOTHING BUT BUNK

That published report about Tony Parravano being fined \$250 for some "infraction" at Torrey Pines is so much see-are-ay-p. Let's get the facts—for a change.

No decision yet on who's driving for Tony in Europe this season. He was pleased with the practice spins of Pat O'Connor, Jimmy Bryan and Johnnie Parsons with his Italian equipment at Willow Springs. Tony goes to Europe but will be back for Sebring.

We salute the CSCC's Contest Board for admitting the club was in error in disqualifying Francois Crouzet as "index" winner for the Torrey Pines enduro. He later was declared winner after an injustice had been done him. Only one turn (not four!) reported he was spilling a little gas, not enough to matter. And where the hell were those witnesses who allegedly saw work done on his Panhard when he made a pit stop after the black flag? People in all the neighboring pits said no work was done on the car. He should not have been black-flagged. On review, the decision of the judges was overruled by the Contest Board.

This observer is happy he took up the cudgel for the little Frenchman in the last issue of **MOTORACING**.
Bravo!



370 CYCLISTS START 80-MILE DESERT CROSS-COUNTRY RUN
Sixth Annual Hare and Hound Staged by Four Aces Near Willow Springs

Marvin Reichler



Rallye Roundup

By Buzz De Bardas

CLUBS GIVING MORE THOUGHT
TO NEEDED COFFEE BREAKS

I'VE WAITED a long time to get to a subject close to my heart, and that is COFFEE BREAKS. I'm happy to say that they are being given more and more thought by the different clubs.

At the end of the last Santa Monica FCCA Rallye, Rallye Master Ed Lynch gave everyone a questionnaire to complete. One question asked was, "Were the coffee breaks long enough, service OK, and how about the food?"

Actually, this break serves many purposes — (1) it is often the needed rest for tired old people driving TCs; (2) it is the opportunity to, and sometimes we have to; (3) it's a good time to get coffee and check the car if the wheels are coming loose.

MAKE UP TIME

Last, but not least, this time can be used to make up late time. As an example, let us say that you have a 30-minute break coming up, and, on the leg up to the break, you are down 22 minutes. Upon arrival, the first thing that you should do is to note your mileage and time. Then, compute the correct time that you should have arrived. If the correct time of arrival was 10:30 a.m., then your correct time of departure must be 11:00, regardless of the actual time you arrived.

Another interesting point that needs mentioning is that many a Rallye is lost at a coffee break. The Rallye Master, when laying out the course, will always stop in front of the coffee shop, plan for a short-lay-over, and then drive off.

Occasionally, someone new on rallies (I always used to do it), will drive around and

around, looking for a parking space, and put extra mileage on the trip meter. Then, all is lost.

On my third Rallye, I got an idea that seemed real good. I left the coffee break five minutes early to have some time in hand. This worked well 'til the next Rallye, where a WISE OLD Rallye Master placed the next check point two miles from the coffee break, and I had a glaring five-minute error.

BUZZ GOT LOST

I handled this in my usual efficient manner — I got lost.

May I again mention, for the benefit of the very young, very foolish and new Rallye drivers, "IT IS BETTER TO BE LATE AND ON THE CORRECT ROAD THEN ON TIME AND LOST." I know, for on the last SMFCCA Rallye, I got lost again.

Next week—Odds, Ends and Tricks.



AL ROGERS
Wins With an AJS

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Up the Straights

By Jim Mourning

GALLANTRY AND CHIVALRY IN RACING NOTHING BUT BALONEY!

THE SPORTS CAR world has come up with a new form of entertainment. In essence, it consists of questioning the sanity, motives and parentage of anyone who protests following a bit of dicing. And it should be a well polished art, since first indications of it go back to lo these many moons.

Since the recent Torrey affair, proponents of this verbal game of Bad Mule have been especially vocal. But followers of l'sport will undoubtedly recall similar instances last year that really set things corking. And it's all so bloody silly.

Leave us face it, kiddies. Gallantry and chivalry on the track went out with the "Bentley Boys." With the possible exception of the MG events and the movies, you could count the "gentlemen sportsmen" on your fingers and still have a thumb left over.

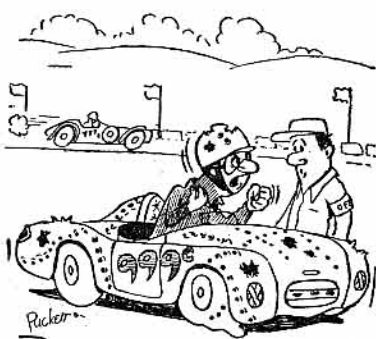
SPORTSMEN MY EYE!

If you have any doubts, just take a good, hard look at any race meet. There's enough nerfing, nudging, cutting and blocking going on to give Sammy Davis an ulcer in one afternoon. Or slip a few drinks to one of the technical inspectors and get him to talking about the cheap, underhanded tricks some of these "sportsmen" try to get away with.

Of course, all the heavy duty slugging going on is not unethical. The accusation of dirty pool is intended as an indictment of the minority, not the majority. But the American competitive spirit is among the strongest in the world and will not be satisfied with anything less than an all-out effort to win. Within decent limits, this is as it should be. It is in the extremes that trouble brews. But it is silly to let a minority run roughshod over one part of the antiquated "gentlemen's code" while demanding fanatical adherence to another phase of it.

DRIVERS HOLD BACK

In effect, this bias against protest-filers is putting the pistol of public opinion against a competitor's head and daring



"I'D LIKE TO LODGE A PROTEST."

him to pull the trigger. It makes competitors hesitant about bitching, whether in good faith or not.

On the other hand, club officials supply little enforcement on their own. At a recent affair, an official was questioned about a painfully obvious rule infraction. His answer was that "if any official protest is lodged, we'll do something about it." Policing the myriad regulations, of course, is virtually impossible. That's why provisions were made for filing protests.

So where does all this pressure leave the hapless driver who feels he's been shafted? Caught in the old squeeze play, he can either continue trying to work his way up the ole creek without benefit of paddle or he can resort to the same tactics that give his opponents the edge. It has always been our firm opinion that this is one of the basic reasons for production car races, for the most part, being that in name only.

LET'S GET WITH IT

All of which is not intended to point the finger at any individual or specific case. It's merely intended to point out a condition that is presumed not to exist because many people cannot see it from their fanny-up position on the sandpile. The day of "by your leave" racing is a thing of the past and it's about time there was a little realistic readjustment in the thinking of the followers of road racing.

Spa Racing Feb. 25-26

From an entry blank directed to MOTORACING, it is ascertained that the Los Angeles Region of the Sports Car Club of America is staging a program of road races Saturday and Sunday, Feb. 25-26, not just on the latter date as originally announced.

The entry blank, under the name of Race Chairman Lindley Bothwell and listing a Feb. 17 entry deadline, states the following:

Registration and safety inspection, Feb. 21, 7:30 p.m., Kraus Motor Co., 2124 E. Colorado St., Pasadena; Feb. 23, 7:30 p.m., Continental Motors, 14851 E. Whittier Blvd., Whittier.

Feb. 25, 7:30 a.m.-10:30 p.m., registration and safety inspection. Inspection by advance appointment at time of entry ONLY. 11 a.m., compulsory drivers' meeting; 11:15 a.m.-2:30 p.m., mandatory practice.

3 p.m., 1st race, 6 laps, production sedans under 1500cc; 3:25 p.m., 2nd race 6 laps, ladies' race; 3:50 p.m., 3rd race, 6 laps, unrestricted category, including Formula III cars.

Feb. 26, 10 a.m., 4th race, 10 laps, production sports cars under 1500cc except Porsche Super & Porsche Carrera; 10:40 a.m., 5th race, 10 laps, production sports cars in class E, plus Austin-Healey and Porsche Super and Porsche Carrera; 11:20 a.m., 6th race, 3 laps, veteran race cars; 12 noon, 7th race, 10 laps, production sports cars in classes B & C, plus Mercedes-Benz 300SL; 12:40 p.m., 8th race, 20 laps, modified sports cars in classes F, G & H, open to licensed drivers who have successfully competed in 3 races since Feb. 25, 1955; 1:50 p.m., 9th race, 2 laps, match race between veteran race car and modern sports car; 2:15 p.m., 10th race, 20 laps, modified cars in classes B, C, D & E, open to licensed drivers who have successfully competed in 3 races since Feb. 25, 1955. First three finishers from race 8 are eligible to compete in this race; 5:30 p.m., cocktail party at El Mirador Hotel (no host); 6 p.m., Victory dinner at El Mirador Hotel.

Races will be held at the Palm Springs Airport. The course has been lengthened to approximately 2.7 miles.

(For comment on SCCA Palm Springs races, read editorial starting on page 1 and continuing on page 11.)

Elect Weissman 1956 President Of Calif. SCC

(Continued from Page 1)

Van Laanen and Blackwell, with Weissman and Frug acting as ex-officio members.

At the suggestion of Weissman, an attorney who was the club's highly successful race co-chairman for the past two years, organization of the club was modified, with the responsibility for the technical aspect of racing divorced from the administrative side. Technical control is now vested in the Contest Board, which assumes more responsibilities, including all licensing, control of racing, etc.

Chairmanship of races will be an administrative function.

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MISCELLANEOUS

WANT A RACING TROPHY? Your chances are 3-to-1 with PAUL WENGER driving your car at Palm Springs. Previous trophies: Hansen, Santa Barbara, Torrey. Call Republic Studio.

HELP WANTED

WANTED—2 Top British car mechanics. Good wages and conditions for first class men. PARKHOUSE MOTORS, 131 So. La Brea.



Spot Enterprises
USAC OFFICIALS—Among top men in the new United States Auto Club (USAC) are Duane Carter, racing director, right, and Luigi Lesovsky, western regional chief. Carter recently announced purse schedule of nearly 1½ million dollars for group that's taken over AAA's midgets, stocks, sprint cars, Indy, Championship circuit.

SUBSCRIBE NOW—TODAY . . .

MOTORACING's free list has ended, so to insure not missing an issue, subscribe today. Fill out the handy blank on page 3.

Marion's Meanderings

by
MARION WEBER

BY NOW most of you have probably seen photographs of the little spill which Jim Tunison took at turn one, Torrey Pines, in his MG TC. The terrific sequence which appeared in Sports Cars Illustrated shows exactly what happens when you lose it and get on your head. Fortunately Jim wasn't seriously injured nor was his car hopelessly damaged.

I think there is at least one conclusion we should draw from this unfortunate occurrence . . . Be sure your crash helmet is securely fastened. I have always opposed the type of helmet which fastens by snaps . . . the so-called Jet Hat . . . which is intended to keep your skull intact while on airplane rides but not designed for MG barrel rolls. Certainly Scrutineering should be insistent on helmet straps which are sewed, completely encircle the inner lining and fasten by tongue buckles. In other words, Why be half-safe?

One MG Mitten item which most drivers regard as being secondary only to a hard hat is a pair of driving gloves. One top West Coast pilot has been wearing TWO pairs recently . . . one "Lucky" pair, now so worn as to be useless, plus a new pair to protect the "Lucky" ones. Now we don't suggest that you wear four gloves just to be in style, but we do feel safe in saying that a new driving pleasure is in store for you when you draw on a pair of our Grand Prix gloves which are made in Italy, sewn by hand, and have long been the favorites of Europe's greatest drivers. If you remember the film, "THE RACERS," you might be aware of the fact that all of the participants in that epic were wearing our gloves. They are truly fine in design and workmanship, light tan capeskin palms, double sewn and reinforced at wear points, brown backs ventilated for comfort and gathered at the wrists for a snug fit. You don't have to be a contestant to enjoy these gloves. Hundreds of my customers wear 'em while driving to work every day. For a better grip on the wheel and more driving pleasure . . . (and just an elegant feeling) order a pair today. Men's sizes: 7½-10. Women's 6½-7½. Only \$7.95 Postpaid.

These gloves however are not "MG Mittens" as many think. The MG Mitten (along with the Porsche Parka, Jaguar Jacket, Healey Hugger, Triumph Tunic, Benz Blanket, VW Vest and Thunderbird Teepee) is a light weight canvas covering for the automobile which stays outside. If you haven't a garage, the Mitten is a necessity. It protects the top, paint, chrome and interior from the ravages of sun and dust, which naturally



means that the resale value of your car will be much higher. If you've never seen a Mitten in action look around at the next race you attend, you will observe many sports cars whose owners carry their Mittens (or Jackets, Tunics, Blankets, etc.) along and throw them over the car while it is parked all day. Races are usually dusty and hot and a Mitten (or etc.) is so compact and light that it's no trouble. The ends are secured by shock cord so it won't blow away and this makes it a snap (!) to put on and remove in a hurry.

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All items postpaid if remittance accompanies order. Add 4% sales tax in Calif.



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• Checkered Flag

By Art Luring
Los Angeles Times Columnist

MOTORING LESS HARMFUL THAN DO-IT-YOURSELF CARPENTRY

TRAFFIC CASUALTIES for the previous year, revealed by national sources, indicate a total of 38,000-plus deaths, let alone minor and serious injuries that could exceed the million mark.

Assuming that the average human life is worth \$10,000 (according to standard insurance paid-claim statistics) per each, it would appear that the cost is at least half-a-million dollars in paid death claims and millions of dollars worth of medical expenses and property damage.

Viewers-with-alarm are, at this moment, filling newspaper and magazine columns with gloom-and-doom statistics. Auto traffic is slaughtering more than a war, etc. The TV and radio pundits are shaking their heads and predicting dire consequences "unless this slaughter stops."

As the old saying goeth: Figures do not lie but liars can certainly figure!

TRAFFIC CARNAGE RUNS SLOW SECOND

The Civil War wound up after five years of shooting with more than half-a-million blue-and-gray dead, not to mention over a million and one-half wounded. That averages 100,000 dead per year of hostilities. Unless this writer has been stricken by amnesia, World War II saw well over 300,000 Yanks slaughtered on fields of battle in the ETO, CBI and Pacific Theaters. Considering that we were in the "shooting" part of WWII roughly three and one-half years we find that bombs, bullets and boredom kicked off approximately 100,000 soldiers of Land, Sea and Air per annum. This does NOT include wounded. Thus, when it comes to drawing a comparison with war, our daily traffic "carnage" still runs a tortoise-like second to ole man Mars.

Obviously, if we indulged in a One Hundred Year War, organized slaughter would consistently outstrip our odd brand of motorized euthanasia.

This scrivener, at calculated risk of drawing brickbats, scalions and possible physical assault, maintains that the traffic picture is not as grim as painted!

YOU'RE WORSE OFF AT HOME, THEY SAY

There are, roughly, some 50,000,000 gas-consuming vehicles in daily use on our highways and byways. The statistical record of the number of passenger-miles driven each moment of the day is staggering. When a railroad train stacks or an airliner splatters, the statisticians always jump to the fore with figures proving it safer to ride a train or airliner than to stay at home. This writer postulates the following:

A—Considering the number of vehicles in operation the accident rate, when studied sans passion, is absurdly small.

B—The above is by virtue of the fact that the average motorist (female as well as male) is an expert; through constant hours of experience behind the wheel he, or she, has built up a lightning-like reflex ability to judge motion, space, depth and impact-possibilities. Otherwise we would be bogged down in a welter of ankle-deep gore and crumpled metal!

C—Accidents ARE caused by a fairly small but vociferous minority of emotionally unstable individuals. These people collect police citations for moving violations. Their cars sport dimpled fenders. They "rush in like bulls," whether behind the wheel or afoot. They belong to the minute percentum of citizenry that goes berserk with knife, gun, poison or axe, thusly contributing to this Republic's homicide statistics. In short, they are screwballs.

Murder is a horrible thing. Our homicide rate seems to be unusually large. Still, when compared with the average Mr. and Mrs. Yankee Doodle Dandy, the killer, thank Zeus, is as rare as a bona fide flying saucer sighting!

D—If traffic carnage is as great a menace as the Cold or H-Hot War (judging from the hysterical headlines) then why do not the insurance companies step in and clamp down?

NO INQUIRY INTO YOUR DRIVING RECORD

'Twould be simple as that. After all, the insurance boys have to pay off. They operate strictly by percentages. Thus far they still slap extra premiums on life policies taken out by commercial, military and private airplane pilots; steeple-jacks and professional automobile racers. Yet never has this historian encountered a single case where an insurance agent, before signing a client for \$50,000 worth of coverage has paused to ask the following question:

"Mr. Jones—before we cover you, may I please have your driving record? If you have not been involved in serious moving violations or automobile accidents, your rate will be standard. Of course, if you HAVE been involved, we shall, perforce, have to increase your premiums by 50 per cent!"

That, dear readers, would have a retarding effect on the small minority who keep our red statistics alive. And until the insurance boys get into the act with positive action instead of gobbledy-gook, this chronicler will continue to maintain that motoring, today, while not as safe as road racing, is still less harmful than do-it-yourself carpentry around the house!

'PROMOTERS' POCKET SCCA GATE RECEIPTS

PARTS BIN: . . . Saints-and-Sinners Departments: **SINNERS**—Absurd indeed is the denouement that not one but TWO "pro" outfits plan to construct elaborate circuits in the vicinity of Ontario. Even more idiotic is the fact that the tracks, if completed, will be separated by a scant 100 or so yards. . . . **SAINTS**—And 'twould appear that the SCCA's upcoming Palm Springs Road Races will primarily benefit the owners and operators of the resort's airport and a concessionaire. This reporter asked Ignacio Lozano, Jr., newly-elected head of the L.A. Region of the SCCA, whether the proceeds would be used for the improvement of existing airport facilities to better safety conditions for commercial and private flying. Mr. Lozano "thought so" but would not make an affirmative quotable statement to that effect. According to him, the SCCA will only recoup its entry fees, etc. The "promoters," i.e., the airport people and the concessionaire, assume all expenses and pocket the gate receipts. Charity, gentlemen. . . . In the interests of Le Sport and the knightly precepts originally pertaining to same, why not for a change organize a race and let the boys drive WITHOUT charging admission to the public. . . .

Ambitious Race Track Plans

(Continued from Page 1)

driver and restaurateur, will serve in a public relations capacity, and Al Torres, the race starter, will be racing director, "among other things."

Pollack also told this writer, "Ground will be turned within the next 10 days." We question this.

According to plans revealed to the San Bernardino Planning Commission, the U.S. Testing plant will be on a 400-acre track and will have three-and-a-half



RUDY CLEYE

miles of paved racing surface and two grandstands.

This project is said to involve \$3,000,000. Earlier, Torres had openly said to this writer on three different occasions that the track was to be located in the San Fernando Valley and would include five courses from one-half mile to either 4.2 or five miles on the outer perimeter. The smaller strips are contemplated for stock, drag and other types of racing.

Either Torres or Cleye are believed to have delegated a local race follower to feed "information" on the "Valley site" to **MOTORACING**, aware that we were in contact with Beaman and the rival group for the past month.

The strategy was cagey, for it caught everybody off guard. When the story broke in the Los Angeles Times, Beaman and his group learned for the first time that the opposition was asserted.

8-YR. WAIT FOR YOUR CAR!

You think you have troubles?

John von Neumann, head of Competition Motors, Porsche-Volkswagen distributor, and his regional manager, Sam Weill, are about at the end of their tether trying to fill back orders for VW dealers.

On the basis of present delivery rates ("which are bound to pick up"), one dealer is back-ordered **EIGHT YEARS** for the popular new Ghia-Karmann VW coupe!

Imagine waiting eight years for your car!

die track" and golf course in the infield, etc., are contemplated.

Competition rules set by FIA will be the basis on which all races will be run. (Ed. Note—At present FIA does not recognize the CSCC nor the SCCA, biggest local sports car racing bodies).

Additionally, there has been a comic byplay between Beaman and Cleye during the past week. When the two huddled, Cleye sought to hire Beaman, according to the latter. Beaman re-



WES BEAMAN

ly coming up with a track practically across the street from their projected location.

Eastern money and an oil company are said to be behind either or both of the circuits.

Each plans Grand Prix racing. Beaman has alternate Southland locations in mind, if the U.S. Testing group is as serious as it claims and goes through with plans.

Beaman hopes to consummate negotiations with an oil company this week.

Tied in with Beaman, who also plans Grand Prix circuits in Texas, Florida, Louisiana and Puerto Rico, are Edward L. Thomson, general manager; Tom Chino, master planner; Jim Kromas, site development; Francois Crouzet, another international representative, and Jack Bricker, public relations.

1000 ACRES

Beaman says 1000 acres are involved in his layout, with the total cost in excess of \$5,000,000. Continuous racing is on the agenda from next March 31 to Dec. 15. We highly question this.

A 4.5-mile course is envisaged, with smaller tracks for other types of racing. Garages, clubhouse, central control tower, grandstands and other accommodations for 100,000 persons, a "kid-

fused. "Cleye then talked of a merger of the two groups, but later deviated, claiming his group already had accomplished too much," Beaman declared. Cleye later cancelled a luncheon appointment with Beaman, who subsequently ran a thorough check on Cleye's financial standing.

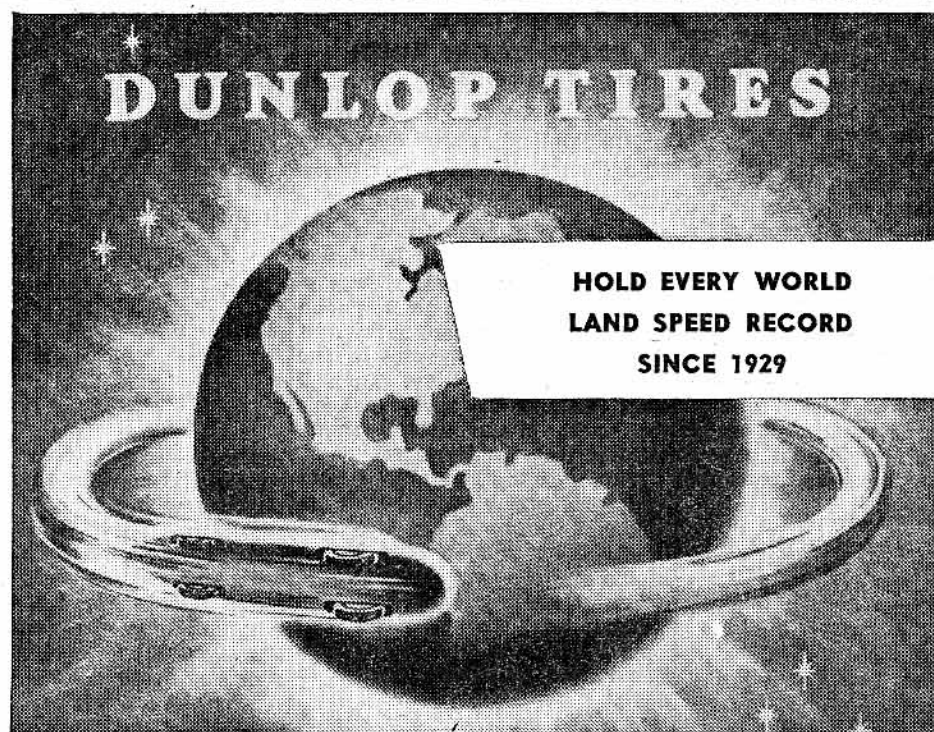
MYSTERIOUS CALL

Adding to the hilarity was a call Beaman received from one identifying himself as "Lawrence Alvin Martin of a Chicago investment house" and evoking keen interest in Beaman's plans. The caller first disclaimed knowing Cleye, later admitted he knew him. Beaman called Martin back at his hotel. Nobody by that name was registered there.

At presstime, Beaman said he was going ahead with original plans at the Ontario site.

Pollack said ground would be turned within 10 days at the Ontario site.

Race track, anybody?



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The Last of the Last Torrey Pines

HOW MOMO and BAG HELPED RUIN GUTLESS DRIVER

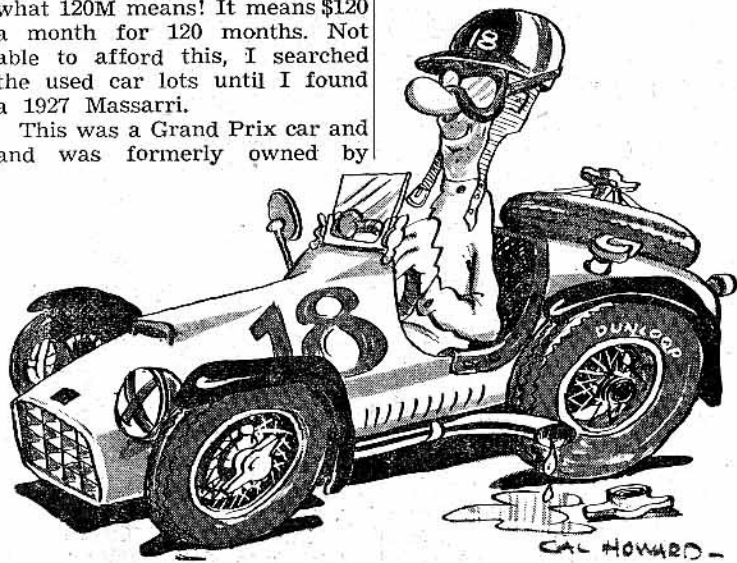
By Cal Howard

IT WAS to be the last race at Torrey Pines and my first! I had always wanted to race but always had been hampered by a physical defect—No Guts!

But now I had made up my mind. I was going to race the last Torrey Pines event if it was the last thing I ever did. Racing was in my blood. I had an octane rating of 28.6. I decided to form my own Scuderia, so I went out and tried to purchase a 120M Jaguar. That's when I found out that 120M means! It means \$120 a month for 120 months. Not able to afford this, I searched the used car lots until I found a 1927 Massarri.

This was a Grand Prix car and was formerly owned by

fact he led me all over San Diego that night. In one place he led me I saw him scrutinize a martini and file a complaint against the bartender because of the displacement of the olives, claiming the glasses to be 500cc with over 1500cc olives. He let me buy drinks for everybody in the house, lined up all the glasses on the bar and had everybody go for them—using a Le Mans start. He was indeed a leader.



"RACING WAS IN MY BLOOD"

Nuvolari—Gino Nuvolari, an old Pasadena shoemaker who never placed better than fifth. I know the salesman wasn't lying to me about the car because he was an Italian himself—H. J. Caruso, he was the greatest. The car looked in great shape. It had a Bermuda Bell and the motor was blown—not the whole motor, just the head gasket. In the back of the car where the spare tire should have been, I found two Pizzas. I knew then that I had an Italian-bred car.

MOMO WAS TERRIFIC

Now I set out to put my car in racing trim. With my Kippy Kap, my tennis sneakers and my black leather jacket with the chicken on the back, I employed the services of a young fella by the name of Momo Wentworth, whose mechanical genius I had witnessed in a motel room at a previous Torrey Pines race. Allow me to tell you of this man's dexterity. In a room no larger than the tool box on an MG, I and 20 other followers of road racing watched Momo grind the valves on a Jaguar.

This was no small feat as he was using a live Jaguar one of the party had borrowed from the

He even talked the manager into installing panic handles on the bar and safety belts on the stools.

But enough of this. The next day was to be my first race, and I wanted to get some sleep, but I couldn't get Momo out of the place. He was busy trying to sell a prescription windshield to a dame with bad eyes. Momo wouldn't give me the keys to the Massarri because he was too drunk for me to drive. So I walked back to the motel.

DIRTY PUNCH LINES

While I was walking I thought it would be a good idea if I went out and walked around the track. I had heard that all race drivers walked around the track the night before a big race. I didn't see one race driver all the time I was out there so I put up Burma-Shave signs with dirty punch lines on curves where I thought they might distract some of the drivers the next day. Then I went back to the motel and hit the sack. Momo wasn't there. Neither was the Massarri.

Next morning I was up—bright eyed and bushy tailed. Still no Momo. I thumbed my way out to the track just in time to see Momo and the near-sighted dame come screaming into the pits. What a bag! This was the first time I had seen her in daylight. She looked like Boris Karloff in drag.

She had on a pair of tiorodor pants that fit like socks on a seagull. She had olive green eyes with pimiento pupils, a tattoo of a flying red horse that showed every time she fell down; and a lucite bag full of cold tacos. She and Momo had driven to Tijuana

for breakfast. The tattoo was a gift from Momo. What else can you get a girl who has everything!

GOGGLES TAPED UP

Practice had already started. There was a huge crowd. Twenty thousand people in the pits and six behind the snow fence. Momo got right to work. He taped up the head lights, taped up my goggles and strapped me in the car. Needless to say, I was thrilled. It was the first time Momo ever let me sit in the car. I took off—leaving two trails of burnt rubber behind me. This was probably caused by the reason that I had my foot down hard on the brake pedal—but Momo and the Dame managed to push me out onto the track anyway. Into the first turn, I put my hand out indicating a left turn, blew my horn and some ruffian ran me into the hay bales.

I jumped out of the car and ran to one of the Biffys that was nearby. Finally, when I got back to the pits I could see Momo was worried about me and why it took me so long to get around the track. When I explained to him that I had to stand in line, all was forgiven.

Momo looked the car over and found no damage. He unbuckled the hood and asked me for a screwdriver, but before I could find it the dame gave him a vodka and orange juice.

COMES IN LAST

I went out again, but after watching me on a few corners, Momo signalled me back to the pits. He had decided that the only chance we'd have of taking home a trophy would be to let the dame drive in the Ladies' race. Right then and there I blew my top!

It was my car and no dame was going to drive it in no Lad-



ies' race—especially no nearsighted dame! Momo was hurt. I had hit him where it hurt most, in the pants! So in order to keep peace with Momo, I made a deal with him. If he could talk the dame into letting me wear her wig, I'd enter the Ladies' race! She agreed. I entered the Ladies' race and came in last.

What is a Scuderia.

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WRITE

ERIC HAUSER

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8826 Sunset Blvd., Los Angeles

WHAT WHEEL TO STEER?

By Eber Von Eber, I.K.I.A.

HOW LONG must we put up with this obsolete and antiquated system of steering? It was thrust upon us because our fathers, grandfathers, and great grandfathers were too struck by tradition to consider putting the horse behind rather than in front of the wagon. Naturally, the horse being the smarter member of the team was delegated the job of steering the wheels of the wagon—an early model of power steering.

Now, this is all very fine and well but why was the horse put in front of the wagon, thereby steering the front wheels? Well—history records that man rode on the backs of horses long before the wheel was invented. Thus when this startling innovation came into use it seemed most logical to put the horse in front of the wheels to simulate the position of one riding on his back. This is how our present steering arrangement has come down to us today.

STEER FROM REAR

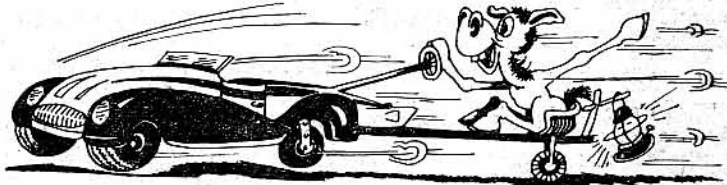
What would have happened if our foresighted forefathers had had the vision to steer from the rear? Or, better yet, since we are no longer part of the horse

For a moment, let's consider the advantage of this "unorthodox" method of steering. Say you are muzzying down Hollywood Boulevard in your questionable vehicle. You spot the only parking space in miles. While one of those old-fashioned cars is squaring away to back into this space you can whip in neat and tidy and be footing it down the street. This is just one proof of the vast maneuverability of a fine sports car over that of an old D. I. (Detroit Iron).

EASIER PARKING

All because this three-wheeler can go into a parking place forwards easier than a D. I. can backwards. Also because of the three-wheel arrangement, one would be able to drive out of the space forwards—you don't have to go out the same way you came in.

So you say, "That's fine and dandy but what about going around a corner? When I was a kid I remember loading my wagon with the ash cans and upon backing it out of the incinerator enclosure, the front wheels would go uncontrollably



and carriage set, let's apply the rear wheel steering idea to our present motor cars. In fact, let's talk about a particular three-wheeler—two in front, one in the rear. Research on this subject has been especially interesting.

It becomes most elementary that in a three-wheeler the power would be wanted on at least the two front wheels—it is so much easier to get one half "g" acceleration with two-thirds of the tire area rather than one-third—in fact, in theory, you could get two-thirds "g" acceleration.

PROBLEMS APLENTY

It is also evident that the only practical way to achieve maximum torque application to the road is with a locked axle. So if one wanted to steer with the front, one would be forced into heavy duty universal joints, all kinds of Mickey Mouse arms, levers, springs. One would furthermore be troubled with all the unnecessary complications of old Ackerman and his faulty theory of linkage. Taking a fresh look at steering with the rear wheels, it becomes most intriguing.

under the wagon upsetting the whole shebang." Well, in the first place if you were in the wagon rather than out of it you would have had a proper sense of control. If you don't believe it, grab your son's wagon and try it down Fargo Street, steering with the rear wheels, of course.

GIVE IT A WHIRL

As far as going through a corner at top speed—it's simplicity itself. Go into it just as if you were in a normal car, that is, build up the slip angle of the tires to a high maximum as soon as possible. Now, the front end being locked up will wash out quite early which is easily corrected by steering further into the corner. Thus giving the car a general feeling of understeer. This is generally a very accepted form of handling characteristic. Coming out of the corner is natural and easy—no unnecessary re-reverse steering—just ease the wheel back to straight ahead. That's all there is to it!

Now, let's see you build this into your next Ferrari Monza Special!

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Westwood Travel Service

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Westwood Village, L.A. 24 GRanite 8-9823



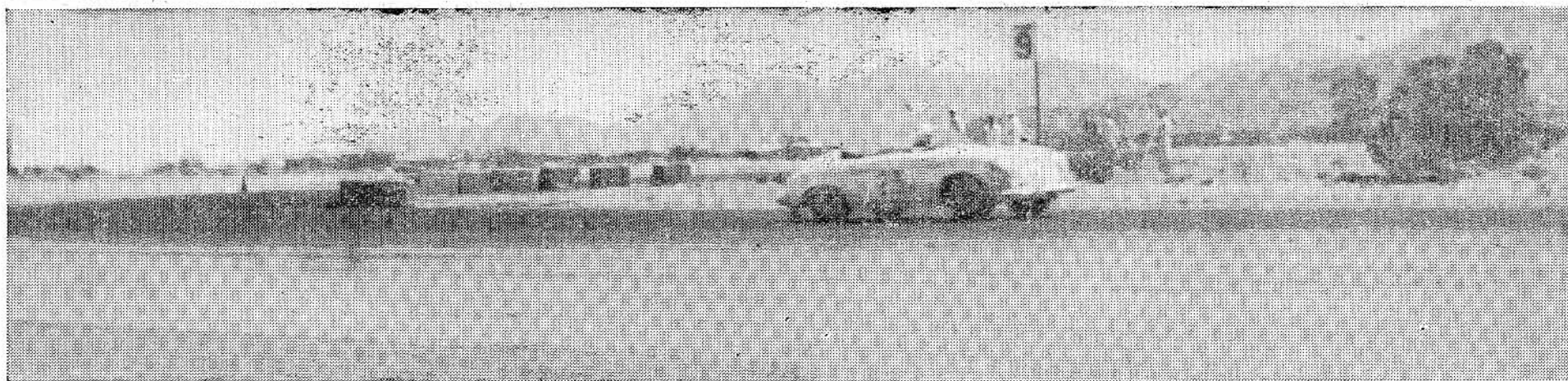
San Diego Zoo. I knew then and there that Momo was my man and if the day ever came when I would have my own Scuderia, I would hire Momo. He was a leader and to win races, somebody has to be a leader.

And that day did arrive—I had my Massarri and I had Momo. We took off for Torrey Pines; Momo driving.

Yes, Momo was a leader. In

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IT WAS DEAN FAR OUT IN FRONT IN HIS FIRST SPORTS CAR RACE

All Vignolle & Powell photos

Jimmy Dean Racing Story:**Actor's First Race at Spa a Smash Victory**

By Gus V. Vignolle

(This is the second article of a series.)

JIMMY DEAN knew something about speed long before he became famous in the world of celluloid . . . long before the spreads in Life magazine and the accolades that followed his first film, "East of Eden."

It was back in his home state of Indiana, and a few years before sports cars were to become the rage. The late actor was a motorcycle rider.

When he got into the Hollywood swing—and that's anachronistic, because Jimmy didn't go for the tinsel and glitter and Phony Filmland Folderol—he was gripped by the urge to race a sports car.

Although his lifelong dream was to some day pick up a high-powered Maserati in Europe and hit the Grand Prix circuit from England to Sicily, Jimmy knew he must start slowly and work up to the more potent machinery.

DEAN STARTS OUT WITH AN MG

It was in October of 1954 that he took delivery of a little MG, whetting his appetite for the faster and more powerful, maneuverable, short-wheelbase sportsters. He tooled the MG around Hollywood and up and down the coast highway for six months.

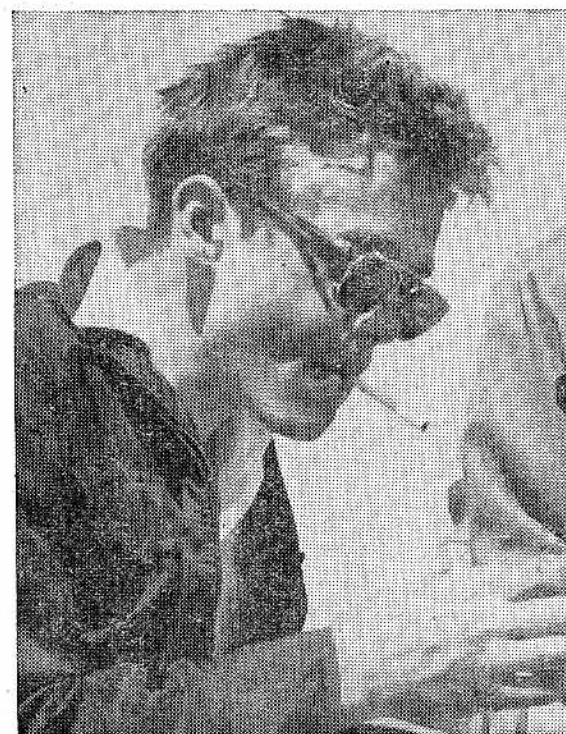
It didn't have the "go" he sought, and early in March of 1955 he purchased a new white German Porsche Speedster from Johnny von Neumann at Competition Motors.

This was it.

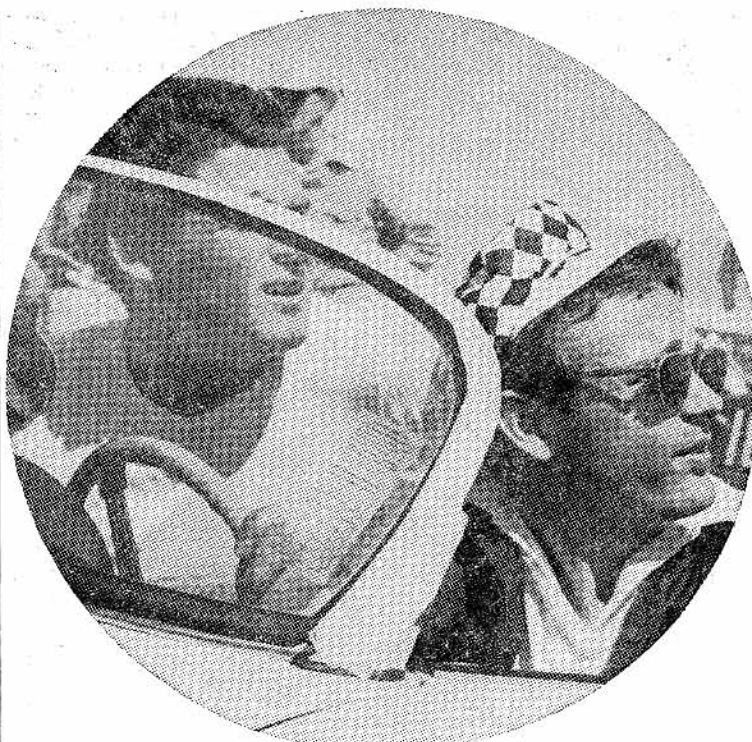
It was about this time that entries and crowds were surging



A SNOW-CONE BEFORE THE RACE



HE KEPT SMOKING ENDLESSLY



DEAN (Right) AND BILL TUNSTALL

to California Sports Car Club racing events. Jimmy Dean had the bug bad—and he had a Porsche.

Where to practice with this new 1488cc class F sports car?

He knew he needed plenty of room over a long, winding course that offered true road racing conditions. And the best spot closest to home and the studio was Mulholland Drive.

PRACTICE ON MULHOLLAND DRIVE

It is no secret that Mulholland Drive in the Hollywood hills was quite a Lover's Lane, and neither has it been a secret in recent years that it had developed into a perfect practice race course — this, of course, when Parker's Billyclubbers weren't hanging around the landscape.

More than one hot-rodder and sports car tyro had pranged and flipped his mount around those Mulholland hills.

So Jimmy took to the hills long and often. When a gleaming white roadster streaked by, Aunt Maude, showing the Hollywood fireflies and marijuana plantations to the visiting freeloaders from the Midwest, honked, "Mercy, what in the world was that?"

It took the 24-year-old acting sensation less than 10 days to roll up 1000 miles on his new rear-engine German bomb. He felt he was ready for his first sports car race. When he heard the CSCC was staging its eighth running of the Palm Springs road

(Continued on Page 9, Cols. 1-2)



CHECKING REAR-ENGINE PORSCHE



'LET'S SEE NOW, LET ME THINK'



● Soprano Exhausts

By Elaine Bond

RACING OR SERVICE OFFERED
BY WOMEN'S SPORTS CAR CLUB

SINCE FORMATION of the Women's Sports Car Club in 1952, many people have lost sight of the fact that we originally started out as a racing club with service as a sideline to obtain our aims. Now the fact that we have developed such well trained workers tends to over-shadow our racing program. This is all well and good but let us not forget that Ladies' races exist today only because of our efforts and in thanks for our services. For this we are duly appreciative!

In the past year, there are those who expressed the opinion that if a couple of our members raced with the men, then we might as well abolish the Ladies' race. This statement needs a rebuttal or a frank discussion:

RACE WITH WOLVES

First of all, a lot of girls want their own race just the way we have it now and have no desires to ever compete with the men. Secondly, not every girl with racing aspirations is or will be qualified or experienced enough to be thrown in with the wolves, to use an old figure of speech. BUT — if a girl becomes a good enough driver and wants to graduate from the Ladies' race, she should be able to, without impairing the present status of separate races for ladies only.

As one driver (not a mem-

ber) said, "I would rather be last racing against competition than win the Ladies' race hands down." It is only fair that if you do well in the minor leagues, you should be able to move into the majors.

COOPERATION NEEDED

We feel that the Ladies' race can be a drawing card, though at times it may seem like "just a good time to get a hot dog and a cup of coffee."

The WSCC would like to strengthen its racing program this coming year and we can only do this if we have the cooperation of all girls interested in racing, members or not. We would like your suggestions, criticisms and support. This is the club which offers you two phases of activities — racing or service.

If you want to race, we will back you up and only as a united front can we accomplish our objectives and yours.

WSCC RESPONSIBLE

Come out to our meetings on the third Thursday of every month (Poinsettia Playground, 7341 Willoughby, Hollywood) and let's work together for bigger and better Ladies' races. In this way, we can show the sponsoring clubs that we appreciate the fact that they made racing possible for all of us. And, Lady Racers, don't forget, it is the working gals of the WSCC that made racing possible for you.

TOP RACE CARS GO ON DISPLAY

Some formidable race cars will be displayed in front of the Western Theatre, 39th and Western, Saturday, Feb. 11, from 7 p.m. to 10:30, according to Alex Xydias, who features complete programs of varied racing films.

Included in the display will be Tony Parravano's 3-liter Maserati which Masten Gregory drove to victory at the last Palm Springs and Torrey Pines road races; the sleek Losinski and Duncan Special (see MOTORAC-

ING cover), which turned 151.77 mph from a standing start in the quarter-mile — fastest U.S. time for a single-engined drag racer; and Joe Hunt's record-holder for Pike's Peak.

These three cars will be featured in films now being shown at the Western Theatre, according to Xydias.

LOTS OF DRIVERS

There are 75,000,000 licensed drivers in the United States, or 1.2 drivers per vehicle registered.

Templeman Takes Saugus Midget Race

SAUGUS, Jan. 29.—Tough little Shorty Templeman showed the quick way around the Bonelli Stadium paved oval to scores of the country's leading drivers in USAC's first Western midget auto race here. The former Pacific Northwest champ from Seattle started ninth in the stellar field and worked his way up gradually to pick up about \$1000 first-place loot.

Nearly 6,000 paid fans witnessed the speedfest, which augurs well for big-time midget racing on a "spot" promotion basis. Whether or not USAC will continue allowing URA, BCRA and other so-called "outlaw" groups to participate in future meets remains to be seen.

Results:

MAIN EVENT (100 laps)—1. Templeman (from 9th); 2. Tolan (2nd); 3. Parson (3rd); 4. Elder (7th); 5. Clemmons (4th); 6. Wilson (13th); 7. Faulkner (8th); 8. Boyd (1st); 9. Garrett (18th); 10. Ward (17th); 11. Cortner (15th); 12. Reese (11th); 13. Horvath (12th); 14. Machin (5th); 15. Baldwin (14th); 33:03.85.

FAST TIME—George Amick, 18.80.

TROPHY DASH (4 laps)—1. Dempsey Wilson; 2. Amick; 3. Bob Cortner;

4. Edgar Elder; 1:16.91.

QUALIFYING HEATS (10 laps):

FIRST—1. Amick; 2. Bob Machin; 3.

Larry Dunham; 4. Dickie Reese; 5.

Walt Faulkner; 6. Cortner; 3:12.85.

SECOND—1. Shorty Templeman; 2.

Jim Gilchrist; 3. Danny Oakes; 4. Don

Horvath; 5. Wilson; 6. Johnny Baldwin;

3:19.87. THIRD—1. Johnnie Parsons;

2. Hal Minyard; 3. Johnny Tolan;

4. Johnny Boyd; 5. Bud Clemmons;

6. Elder; 3:10.94.

SEMI-FINALS (12 laps): FIRST—1.

Tolan; 2. Clemmons; 3. Minyard; 4.

Faulkner; 5. Amick; 6. Horvath;

3:52.18. SECOND—1. Boyd; 2. Parsons;

3. Machin; 4. Elder; 5. Templeman;

6. Wilson; 3:49.74.

SEMI-MAIN (15 laps)—1. Rodger

Ward; 2. Billy Garrett; 3. Oakes; 4.

Howard Kelley; 5:40.17.

New Stress on Mexico Highway Building

Alejandro Buelna, Mexican Government Tourist Bureau assistant executive director, reports a widespread program of highway building is being carried out in Mexico to open up sections hitherto virtually inaccessible, and that new modern motels are springing up along all main highways.

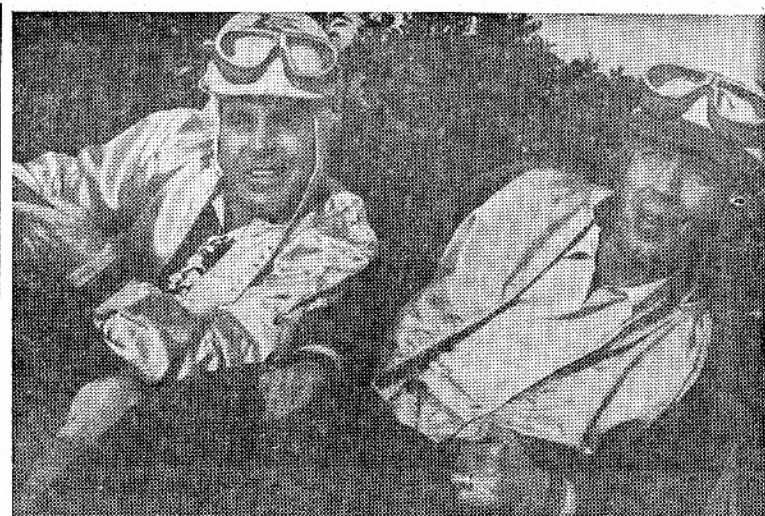


PHOTO NO. 1



PHOTO NO. 2

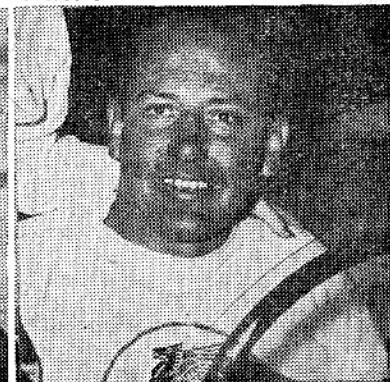


PHOTO NO. 3

Pro Group to Back Phoenix Road Race

Road Racing Register has completed negotiations for participation in a professional 100-mile road race in Phoenix, March 10 and 11. There will be a guaranteed \$4000 purse. RRR is also negotiating for three other races before the summer.

Among drivers racing at Phoenix are George Beavis, Offy Spl.; Joe Playan, Ralph Phillips and Whitey Thueson, MG Specials, and Rudy Cleye, Mercedes-Benz 300 SL.

Some top Ferrari and OSCA owners have indicated they will race there.

Aims and principles of Road Racing Register will be discussed at the next general meeting Monday, Feb. 13 at Blarney Castle, at 8 p.m.



PHOTO NO. 4

GUESS WHO?

CONTEST ELIGIBLES LISTED HERE

THE CONTEST is over. The pictures have been shown, the answers received and checked and the winners declared. First correct answer in for the last contest was R. L. Buckisch, who thereby wins the model TR-2 and a chance to compete in the playoffs, photos for which are shown above.

Buckisch was declared winner for correctly identifying the activities shown as (1) gymkhana, (2) English trials, (3) hillclimb and (4) road race.

SAME RULES

Regulations for the playoff are identical to those for the past weekly contests. Winner will be chosen on the basis of the correct answers bearing the earliest postmark. In the event that no completely correct answers are received, award will be made on the basis of three correct identifications. Decision of the judges will be final.

Play-off eligibles:

Beverly Baier, Orange; John R. Martin, Burbank; Bill Millikan, Whittier; John Samson, Montebello; Bill Hough, Pasadena; Clark Shaw, Long Beach; Robert D. Evans Jr., Los Angeles; Al Kenoss, Pasadena; James M. Reinhold, San Bernardino; Russell Moss, Temple City; Robert Mauer, Burbank; Jack Crosby, North Hollywood; Len Feil, Alhambra; Bob Roullette, San Diego; Bob Burns, San Valley; Eric Heverly, Studio City; Robert H. Sawyer, Hemet; Dick Jones, Glendale; Anita McKusick, Los Angeles; Ed Quo, Los Angeles; R. L. Buckisch, Sherman Oaks; William W. Tucker, Sherman Oaks; Jim Rice, Los Angeles; Jack Kirkpatrick, Burbank; Robert H. Henry, Monterey Park; Peaches Crosby, No. Hollywood; and Wade Gibson, Bell.

TOUGHER QUIZ

Because of the time element which put our out-of-town readers at a slight disadvantage, the play-off was designed to be considerably tougher than the previous quizzes. Tell us (1) The names of these two sports car enthusiasts who are well known in other circles. (2) The name of the race car owner shown. (3) The name of the driver shown, and (4) What is the car pictured?

FORMULA III RACING

By Mike Siakooles

ATTENTION, all you 500cc boys! Gus Vignolle, the man of MOTORACING, has announced that there will be a large and beautiful trophy awarded this year. It will go to some lucky member of the 500cc Club and will be called the MOTORACING Sportsmanship Trophy.



MIKE SIAKOOLES

At the Torrey Pines races, two out of three starters finished. The homebuilt cars proved their reliability by taking the honors. Mark Latker took first and Shay Rompell, minus his distinguished looking beard, came in second. Harry Morrow blew up his JBS trying to make like a 300 SL, and as Harry told me later, 7200 rpm may not hurt for an instant, but on the long straight in top gear it does not make for inexpensive racing.

NEW SPECIAL DUE

I just heard that a very new Special will appear in competition in England this year. The builders, it seems, like the odds high and may show the well-tried Coopers the short way around. The Kieft did this for a while, but good drivers were hard to get. Extreme forward seating of the Kieft requires a very definite feel of the trouser seat to maintain rapid cornering and handling.

The increasing popularity of the 500cc is evidenced by the fact that there will again be a Formula III event at the Bahamas Speed Week in Nassau later this year. The 500cc Club has petitioned SCCA for a 500cc event at Elkhart Lake and a favorable decision rests largely upon the number of entries. This would be and east vs. west meet and the eastern group feels that it can produce 10 cars. So far eight of the west coast contingent are making plans to enter.

I will try in a later article to explain some of the independent rear suspensions in use on 500cc cars. I am at work now on sketches that I hope will clarify some of the explanations. This should prove helpful and interesting, particularly to Special builders.

The FIA ruling on Formula II and I racing as it stands now will carry through till 1957 without changes. It is generally believed this ruling will be extended through 1959.

As for the Formula III races held here in the states, those now under International FIA will be run under the supplementary 500cc Club Formula rules.

For further information contact the 500cc Club of America, Inc., 2708 W. Magnolia Blvd., Burbank, Calif.

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European Scene

By W. Robert Nitske

DESPITE NEW REGULATIONS,
LE MANS TO FEATURE THRILLS



JOHN FITCH (left), only American pilot to drive for Mercedes-Benz last season, talks over problems and strategy for 1955 24-hour Le Mans with teammate, Pierre Levegh, late French sportsman.

NOW THAT the automobile Club de l'Ouest has set the definite date of August 4 and 5 for the running of the 24-hour Grand Prix d'Endurance at Le Mans, it might be interesting to review the new regulations governing this coming event. They have come in for a good deal of discussion and criticism.

No new rules, of course, are popular simply because they upset the status quo. For man is basically a creature of habit.

While the wide field of high powered entrants will be somewhat curtailed, there will still be room for many cars of more than cursory interest.

There will be no prototypes of over 2.5 liter displacement. This would eliminate such mechanically interesting and terrifically fast cars as the Mercedes-Benz 300 SLR, and the 4.5 and 4.9 liter Ferrari. In fact, it eliminates the Einsitzer-Rennsportwagen altogether. It also robs Le Mans of much of its reputation as tortuous testing ground for the production cars of the future.

For hardly anyone who had seen the Mercedes-Benz 300 SLs in 1952 would have thought possible that virtually the same car would be available to the general public three years later!

NEW JAG, MASERATI

Jaguar is reported to be testing a new 2.5 liter racing-sports car with a fuel injection engine, de Dion rear axle and disc brakes. Maserati is said to be working on a 2-liter machine for the event.

Some of the prototypes of last year are production cars of the present and become eligible for participation under the new rules. The Jaguar D-type, with an announced production goal of 150 units, should reach 100 cars by the set date, and thus would be able to compete as production cars with no limitation in displacement. The 3-liter Ferrari is also expected to qualify on that basis.

The new rules state that an even 100 units will have to be manufactured by Feb. 15, 1956, to be eligible as a production car.

The Porsche 550 Spyder will also have reached that required number and the Mercedes-Benz 300 SL could participate on that basis, since more than 1000 cars of that model were produced by Jan. 1.

It would then seem from the above that still many of the high speed cars will be competing on the Sarthe circuit this coming August.

While the paramount thought behind the new regulations was undoubtedly the elimination of the very fast cars, it seems rather debatable if the new rules will achieve that purpose. Nor do I feel that speed alone will eliminate the constantly present risk of a similar disaster as the tragedy of last year. **RACING IS DANGEROUS!**

The new rules also specify that participating cars will have to have two doors, two seats of 50x40 cm, and a windshield of 90x20 cm which has to stay up during the race. The extra seat can be covered with cloth or leather, but not metal. Tanks of 130 liters capacity, against formerly 200 liters, are allowed. And 34 laps, instead of 32, will have to be driven before cars can stop at the pits.

SAFETY & MORE SAFETY

The French are planning considerable changes in the Le Mans circuit, and facilities for spectators. The pits will be moved back some 50 feet, with a 20-foot road before them. New safety walls and fences will be constructed. The well-known Dunlop bridge will be widened by 650 feet, and escape roads at the Esses and Arnage corner will be provided. All told, some \$700,000 will be expended to make Le Mans safer than ever.

More than 2.5 million dollars has been paid in compensation, arising from the horrible catastrophe last year. A memorial tablet will be dedicated in a ceremony on June 11, of this year.

The Rubery, Owen Racing Organization of Bourne, Lincolnshire, will have three BRMs ready for Grand Prix racing this year. Reports indicate that they are formidable machines. Stirling Moss bettered his record at Oulton Park, made with the Maserati, by 1.1 seconds with this BRM formula I car. That would indicate that the new BRM can certainly travel. Our hope is that the difficulties which beset the first cars of the British Racing Motors does not apply to this new creation.

Top Hot-Rod Entered in Oakland Show

OAKLAND, Feb. 8.—(Special to MOTORACING) — A trophy winning hot-rod roadster, built by Jerry McKenzie at Indianapolis near the '500' speedway, will

compete here for the award as "America's most beautiful roadster" at the seventh annual National Roadster Show Feb. 21-26.

McKenzie's roadster is regarded in mechanical circles as a masterpiece of detailed handcraft. It was one year and a half in the building.

The car has won two first places and a special award in its three competitive show appearances. All running gear is chrome plated.

Entries are closed for the six-day show. The city block square exhibit arena is already assured capacity showing of hand-built individualized cars in 18 classes.

Show hours on Tuesday, Thursday and Friday are 6 to 10 p.m., and on Wednesday (Washington's Birthday) and Saturday and Sunday 1 to 10 p.m.

Drag Racing Results

POMONA VALLEY TIMING ASSN.

Ken Ellis, in the Waterworth & Morris Merc., set a course record of 110.70 mph in the altered coupe sedan class last Sunday at Pomona. Two cars and a motorcycle went off for top eliminator. The two cars went off first, Mark VII and Sam Broilier B/C, with the former winning. The Mark VII went off with the C/F cycle, the latter winning at 126.76 mph and elapsed time of 11.08.

GAS CLASSES, COUPE/SEDAN — A. Bourgeois & Platzer, Merc., 96.40; B. Bill Dufford, Merc., 90.89; C. Ron White, Merc., 80.20; D. Bruce Morgan, Chev., V-8, 87.01.

ALTERED COUPE/SEDAN — A. Waterworth & Morris, Merc., 110.53; B. Sandoval & Brakebill, Merc., 105.75.

STREET ROADSTERS — B. Jim Cassidy, Buick, 95.45.

ROADSTERS — A. Al Thayer, Merc., 100; B. Paul & Groves, Merc., 85.

OPEN GAS — A. D. Jenkins, Merc., 91; X. Gus Sherman, Ford, 95.55.

FUEL CLASSES, COUPE/SEDAN — B. Veyna & Chilly, Merc., 98.70; C. "Falcon" of Pasadena, Ford, 85.63.

COMP. COUPE/SEDAN — A. Mark VII, Merc., 126.25.

MOD. ROADSTERS — A. "Cruisers," Arden-Merc., 115.

STOCKS — A. Ernie Porter, 56 Chev., 87.33; B. Bill Cleary, 55 Ford, 80; C. Sam Galloway, 52 Olds, 77.54; D. Richard Scott, 38 Buick, 76.

SPORTS CAR — A. W. O. Woolston, Blown T Bird, 92.85; B. Earnest Horner, Crosley, 82.74.

CYCLES (Gas) — A. Chuck May, Tri., 88.90; B. Roy Bufanda, Tri., 105; C. Martz-Auger, Vin., 113. Fuel.

A. Martz & Auger, BSA, 93; B. Dick Newell, BSA, 104.4; C. Duncan-Martz & Auger, Vin., 132.54.

TOP ELIMINATOR — Duncan, Martz & Auger, Vin., 126.76 (11.08) E.T.).

TOP TIME — Duncan, Martz & Auger, Vin., 132.54.

* Denotes record.

Likes Column on Rallies

Would it be possible to obtain articles Nos. 1, 2, 3 and 5 On Rallies (MOTORACING's Rallye column by Buzz DeBardas)? They are neat, precise and we could use them.

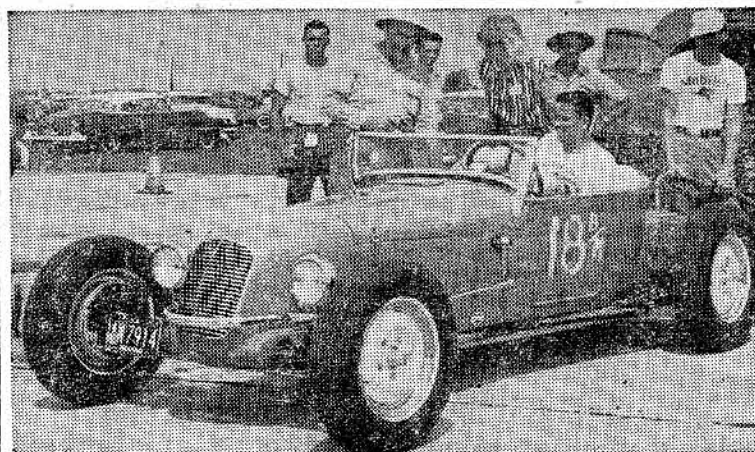
Mrs. R. W. Hummel
Chatsworth, Calif.

HEAR THIS, RUSSIA?

There are over 90,000,000 motor vehicles registered in the world. Two-thirds of these vehicles are in the United States.



THIS IS THE official insignia of the National Sports Car Drivers Association, designed by Los Angeles Herald-Express artist-sports car editor Wilson R. Springer. Replicas of the design are planned for jacket, overall, cap and badge bar. The NSCDA was organized here recently.



HOOSIER HOT-SHOT—Jerry McKenzie of Indianapolis competes for hot-rod roadster trophy in the National Roadster Show February 21-26 at Oakland Exposition building. His car has two firsts and a special award in three trophy competitive shows to date, and competes also for "America's most beautiful roadster" trophy.

Tactics in Racing (Part 2):

Pushing a '500'

A Layman's Guide to Coronary Occlusion

By Henry N. Manney, III

TO THOSE of you who may not understand the nuances implied in the term "five-hundred," first of all let me reassure you that it refers not to a colossal golf score, a photographic aperture (at least in this context), a rousing inning in cricket, nor the cheerful results of the daily double; rather it connotes a Grand Prix racing car of arachnoid appearance and dimensions which is theoretically propelled down the King's Highway by an internal combustion engine of not more than 500cc . . . hence the name.

Driving these skatey vehicles involves considerable amount of skill and a like proportion of dumb luck, inasmuch as they are held together by bicycle chain and bungee cord and being subject to an appalling amount of inherent vibration are likely to spring apart like a two-bit alarm clock and scatter themselves irretrievably about the surrounding countryside.

But I digress . . . inasmuch as these devices are racing cars by definition they share the twin

by the pits on the end of a rope. Now let it be known that the rope trick is the last resort in more ways than one for an ill-timed cough from the putput may project you at speed into the rear of the towing vehicle with detrimental results to the towee. Not only that, there is always the chance of the front suspension carrying away (under the strain of the rope) or the chassis parting in the middle and thus leaving you sliding on your buns at some 30mph in full view of a vast and gratified audience.

This alone can make you a celebrity and may even get your picture in MOTORACING (adv.), besides set you up as an authority on gravel rash.

However, the purpose of this article is to tell you all about pushing 500s. This makes the premise that all normal means have failed, such as jacking up the rear of the car and spinning the back wheel or doing the rope-and-pulley bit like an outboard.

The spark is retarded, the car has been pulled back against compression, the float bowl has been



disadvantages (from a starting standpoint) of an alcohol-burning engine and no self-starter. The motorcycles that originally harbored the Nortons and JAPs that motivate the five-hundreds (hereinafter referred to as 500s) are accustomed to be spurred into motion by a fiendish device known as a kick starter or by a process akin to bulldogging a calf, known euphemistically as run-and-bump (this has nothing to do with Tempest Storm).

A FRUITLESS PROCESS

The first of these, as anyone who has ever leapt like a chamois over the immobile form of a recalcitrant Harley will agree, is even more fruitless a process when the motor under consideration packs a C.R. of 14 to 1.

Strong men have been hurled screaming into the air to fall to earth we know not where after trying to prod a high-compression single into life. Run-and-bump is bad enough when the object clutched in your loving embrace is only a nasty wiggly two-wheeler full of moving bits of machinery, but when it is an infinitely variable four-wheeler with the pedals up front, the wheel in the middle, and the eagle on the back, one is likely to find oneself streaming out behind like Old Glory while the beastie gallops out through the backdrop.

MORROW GETS TOWED

One of the first things I remember about 500s was seeing Harry Morrow everlastingly go

flooded, the piloto is in the car, and the chain dripper is turned on.

Okay . . . several greasy souls gather at the rear, the signal is given, and away they go, scrambling madly along the road like a pack of amorous spaniels. The piloto lets out the clutch, the shebang gives one pop (thereby jerking everyone off balance) and then stops in its tracks, thus collecting the bodies of its pushees rather as a Christmas tree collects tinsel.

Much profanity fills the air and the car is pushed backwards to its pit. About that time you are pressed into service as a pusher largely because you have your clean clothes on and you look strong. All is made ready again and off you go . . . chuggerchuggerchugger for what seems to be an interminable period and really is.

THE CLEANER BENEFITS

Finally everybody drops off one by one and the equipe comes to a shuddering halt with only you in attendance. Only you and the grease that has appeared on your pants leg.

Back you go, and this time the lid is whipped off and everyone stares in horrid fascination at an interior that makes the hold of a slave ship look positively immaculate. Things are twisted and things are poked and plugs are changed and I don't know what-all.

Some genius decides that the (Continued on Page 10, Cols. 1-2)

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Automotive Tech Talk:

• The Auto 'Jet' Engine

By Roger Barlow

THERE JUST "ain't no such thing" as a jet engine for automotive use. What the press has meant when referring to "jet" powered experimental cars produced by Rover, Fiat, Chrysler, General Motors and Ford is a GAS TURBINE.

The true jet, or reaction, engine is quite impractical for highway use inasmuch as it derives its forward thrust solely from the reaction of high velocity (high temperature) exhaust gases of considerable volume. These jet exhaust blasts would char the clothes of any unfortunate pedestrian caught in the exhaust stream—or fry the paint off any following motorist.

The gas turbine, however, derives its power from having the hot gases turn a turbine which in turn transmits its power to the road wheels through suitable gears and a differential unit. The exhaust gases after flowing through the power turbine and a heat exchanger are cool enough to be safely discharged into traffic.

5 BASIC COMPONENTS

The automotive gas turbine power plant consists of these basic components:

1. A rotary compressor, or supercharger.
2. 1 or 2 combustion chambers.
3. Compressor turbine.
4. Power turbine.
5. Heat exchanger.

Of course there are a number of auxiliaries such as ignition, fuel pump, reduction gearbox, etc.

The compressor forces air into the combustion chambers where fuel is sprayed into the air stream and ignited. The rapidly expanding burning gases blast out of the combustion chambers and first turn the turbine which drives the compressor. The high velocity gas stream is then directed through the power turbine before being exhausted into the atmosphere or passed through a heat exchanger for more efficiency. Thus it is seen that all moving components are rotary units. There are NO reciprocating parts in a gas turbine engine.

Smoothness is one of its great attractions. Of course perfect balance is absolutely necessary for the power turbine will turn at speeds up to 40,000 rpm and the idle speed is about 7000 rpm! The power turbine runs at considerably lower speeds.

SHOWN IN 1950

Considering that the Rover gas turbine-powered car shown to the world in 1950 was a real functioning road vehicle, it is indeed surprising that a production car of this type has not been marketed by some enterprising British firm. There is no question about it, the gas turbine car could be produced right now, although not at a very competitive price. However, the undeniable attraction of owning a motor car-powered by such a unit would outweigh the mere matter of price.

I can well believe that if Rolls-Royce (which has much experience with jet and gas turbine aircraft engines) were to fit a gas turbine into their motor cars in place of their rather uninspired present power units, they would be hard put to supply the demand. US Cadillac owners would get excited about owning that kind of a Rolls-Royce!

UP TO BRITISH

In any case, if no one firm in England feels up to this enterprise, it ought to be a joint industry project to give the British motor industry as a whole the credit for marketing the first production gas turbine motor car. With British prestige in the motor car field on the wane, this could be a most important venture for them — and possibly very profitable. Having invented and developed the jet engine and light gas turbine, they will look pretty silly if Mercedes-Benz or Chrysler gets such a car on the market first.

Imagine, reading your instruction book and noting that you are requested not to exceed 30,000 rpm for the first 500 miles! Sounds like fun.

PUSH A "500" AND REALLY LIVE!

(Continued from Page 9)

critter is underfed and you are delegated to trot alongside with your hand over the carburetor intake while others push. All fine except the human body has a certain difficulty bending sideways while running frontways, all the while endeavoring to keep from under the back wheel.

OH, JOY!

Naturally you are reluctant to have a digital circumcision performed, so a certain wary side-step is incorporated into your involuntary maxixe. But lo and

behold . . . Mr. Otto's cycle commences, the helpers peel off, the rear wheel gets a keen bite on your white shoe, and WE'RE RACING!

It matters little, of course, that the other 500s have long since gone, that spots dance before your eyes, or that the car will crap out on the circuit in half a lap because some villain forgot to wire the float bowl . . . you are a part of racing, you are an aficionado, you have pushed a five hundred!

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Stirling Moss, England, and Carlos Menditeguy, Argentina, won the 1000 kilometer race of the City of Buenos Aires in a 3-liter Maserati at the Argentine capital Jan. 29. They averaged 96.05 mph.

Phil Hill, Santa Monica, and Olivier Gendebien, 4-cylinder Ferrari Monza, were second. They broke an oil line at the halfway mark and spent seven minutes in the pits. Team of Behra-Gonzales, Maserati, was third.

Juan Manuel Fangio, '55 world champion, drove a new 4.9 short-chassis Ferrari with 24 plugs.

Phil, now home, leaves Feb. 8 for New Jersey to get the George Tilp Ferrari in shape for Sebring.

* * *

Fangio opened his bid for another world title by winning the Argentine Grand Prix Jan. 22 in a borrowed Ferrari. It was the first championship race for '56. His 79.4 mph average was a record-breaker.

Then, on Feb. 5, he won the City of Buenos Aires Grand Prix, beating out Moss. Fangio drove a Ferrari was timed in 1:15:24.5 for the 40 laps. Moss: 1:15:52.3.

* * *

Bob Sweikert, '55 AAA kingpin and Indy winner, won three events in USAC's first sprint car race of the year at West Palm Beach, Fla., Feb. 5. He earned \$1080 of the \$3500 prize money, winning the 20-lap feature while averaging 88.14 mph. Next were Joe Barzda, Pat O'Connor and Joe Sostillo.

* * *

Ed Van Eyk nabbed the 30-lap CJA jalopy main event at Gardena Stadium Feb. 5. . . . USAC stock cars go in a 100-lapper at Bonelli Stadium Feb. 19. . . . First annual 170-mile enduro motorcycle run will be held at Antelope Valley Fairgrounds, 8 a.m., Feb. 12. . . . General Motors' Motor-oma comes to Los Angeles March 3-11. . . . San Fernando Valley FCCA has its Rallye "El Loco Screwball" Feb. 11. Rallymaster Dan Shumate reports takeoff from Clem Atwater's, 15531 Ventura, Encino, 8 p.m.

* * *

Chips Car Club of Gardena shows a March of Dimes movie Feb. 16 at the Park Theatre, Crenshaw near Compton, Gardena. Dusty Mahon shows his 1955 Le Mans race film and others. First show, 7 p.m.; second at 9:30 p.m. Admission is a donation to the March of Dimes.

* * *

Hal Moody, the Michelin "X" Tireman, has been attending a tire conclave of the 11 Western States at Oakland. He'll soon have the dope on the latest racing tires. . . . Western Sports Car Club meets Feb. 24, 7:30 p.m., at Blarney Castle. For details: Roy Morales, TH. 4-2318, or Ted Davis, SU. 1-2092. . . . Poker rallye limited to 52 cars will be staged by San Gabriel Valley Sports Car Club Feb. 25. Starting point: gate "A" at the Rose Bowl. Drivers' meet at 7:30 p.m., with cars leaving at 8. Length of rallye 3 1/2 hours. . . .

Ronald Teters is the 1956 president of the hustling Long Beach MG Club, whose "Spokesman" is sharply edited by Jack Thompson. . . . Porsche Owners' Club holds its first international Rallye Mexico March 3-4. This event (which includes a tour from the border to the famous Hamilton Ranch, barbecue, fiesta, cocktails Saturday at Ensenada and a Sunday morning hillclimb) is being prepared with the enthusias-

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• PistoNotes •

By Cam Ote

tic cooperation of the Mexican authorities, who "flipped" when approached by the club. This one should be a snorting gasser. Can we come along, Jeff and Janelle?

* * *

That was a nice shot — the Pappy Pedigo Sportsmanship Award to Cy Yedor aiding an unknown Denver driver at the last CSCC race. . . . Folks were glad to see the Von Neumanns back at CSCC dinner-meetings. . . . Al Moss has bought himself a new Simca. . . . Masten Gregory picked up a Hillman-Minx at Ernie McAfee's. . . . Look for a big surprise news announcement by Johnny Green, the West Coast distributor for the French Renault.

* * *

Southern California Council of Sports Car Clubs re-elected Howard Frank chairman; Sumner Bennett, vice-chairman. Advisory Board: Charles Tillitson, DSCC; Vince Cimino, NAASCC; Willard King, MGCCA; Norm Stratton, LSCC; Jack Crosby, SOC. Secretary, Mrs. Diane Hudson. . . . Volkswagen-Porsche Sports Car Club joined the council which makes a total of 40 clubs comprising the group. Any club wishing to join please contact Mrs. Diane Hudson at 105 So. Heliotrope, Monrovia.

* * *

The fastest and most expensive sports cars in the world will be competing in the seventh annual NASCAR Speed Weeks at Daytona Beach, Fla., February 12 through 26. Briggs Cunningham, noted sportsman and former builder of the Cunningham sport cars, has made arrangements for the appearance of two new D-type Jaguars. Speed Week will open February 12, 13 and 14 with turbine-powered automobiles attempting record runs through the measured mile speed trap. European and U.S.-built hybrid and modified sport cars will compete for the national records on Wednesday, February 15. Paul Whiteman Day will be observed Thursday, February 16 when the U.S. production sport cars do battle for top honors. . . . The Pure Oil Company has posted \$500 in

cash and a special trophy for the driver who sets a new record. The winner will also be guaranteed a starting position in the Sebring, Fla. 12-hour sport car race March 24. This prize is a valued one, because entries in the Sebring race have been strictly limited to 60 starters, with more than twice that number of would-be entrants.

Indianapolis — It was officially announced today that the United States Auto Club will sanction late model stock car events on tracks measuring less than one-half mile. In making the announcement, Duane Carter, Director of Racing, commented that this move will now make it possible for the world famous Indianapolis "500" drivers to be seen in competition at nearly every race track in the nation.

The 1956 USAC stock car schedule will get underway at Bonelli Stadium.

Indianapolis — Duane Carter announced that USAC will officially sanction and supervise the running of the annual racing classic at Pikes Peak, near Colorado Springs, Colorado. This year's event has been moved from the traditional Labor Day date to the Fourth of July.

1955 SCCA (L.A.) Competition Point Standings

1. John Von Neumann, 7000; 2. Jerry Austin, 5250; 3. Jim Peterson, 4300; 4. D. R. Feuerhelm, 3775; 5. Dale Johnson, 3750; 6. Josie Von Neumann, 3500; 7. E. Forbes-Robinson, 3145; 8. Ned Yarter, 3100; 9. James Seely, 3050; 10. Al Newton, 3000; 11. Karl Brigandi, 2810; 12. Ignacio Lozano, 2760; 13. Robert E. Brigham, 2750; 14. Marion Playen, 2395; 15. Jack McAfee, 2250.

WORKERS — MEN

1. Sam Caldwell, 6600; 2. Robert Leonard, 4500; 3. Duane Allen, 4300; 4. Hebert Welch, 3400; 5. Leslie Arthur, 3300.

WORKERS — LADIES

1. Buddy Wright, 5850; 2. Martha Welch, 4350; 3. Vi Jones, 3150; 4. Jean Burkhardt, 2850; 5. Evie May Johnson, 2700.

Workers Points — Event chairman, 1000; Division Chairman, 750; Assistant Chairman, 500; Worker, 300.

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AFTER some 50 years in racing, AAA (American Automobile Association) has pulled out, succeeded by United States Auto Club, which on Jan. 1 took over for the AAA Contest Board as the governing body of the sport.

Last AAA-sanctioned National Championship race was a 100-miler last Nov. 6 in Phoenix. The souvenir program for that race has become a collector's item.

True racing fans will want a copy of that program — the AAA's last sanctioned race.

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LETTERS to the Editor

(Continued from Page 2)

column on "tech tips," containing minor modifications, etc., that have shown merit in the stock sports cars?

Rod Holton,
Sherman Oaks, Calif.

FAVORS THE NEEDLE

I think your paper is great! Glad to see you get out the needle when it's needed. More power to you.

Tony Ricardo,
Pasadena, Calif.

FULL COVERAGE

Enjoy your publication very much! It's just what sports car racing needed; a full coverage soon after the races, not a month or two after it has become history. Best of luck.

H. D. Thompson,
Ventura, Calif.

WORD FROM OHIO

Enter my subscription . . . I read about this in Joe Volkheimer's column in National Speed Sport News.

Mrs. Dale Morris,
Troy, Ohio.

NON-FINISHING DATA

Long needed by all who are interested in sports cars, with emphasis on racing! The rundown on results and reasons for certain cars not finishing is most appreciated. This alone should be

worth the certainly nominal price of MOTORACING by showing possible trends and traits in a given type of machine . . .

Ray Pickering,
Torrance, Calif.

HATES TO WAIT

Thank goodness for a really swell NEWSpaper. I have grown so tired of waiting months to find out the official results of a roadrace, that I always forget what car, what driver did what and when. Besides, it is old news then and of little interest, other than for referral.

I got a copy from my DKW dealer in Garden Grove, (Potter Motor Sales), and they too claim it is very informative, and keeps them up to date.

G. R. Martin,
Long Beach 3, Calif.

IT'S WORTH MORE

Good! We need a paper like this. It's worth many times your price!

Tracy Bird,
Tucson, Ariz.

LIKES THE DUKE

My husband and I especially enjoyed "The Duke Wonders," also we were glad to see Jim Mourning's and Art Lauring's names on your staff.

Mr. and Mrs. James Montijo,
Bakersfield, Calif.

BREEZY STYLE

I like the breezy style of reporting the events. It's just the kind of magazine to fill the needs of the mostest.

And who but the uninitiated falls for those "Fancy Front" pseudo Sports Car magazines, which are filled with propaganda for "Detroit Chrome," with reports of racing events, two months old, squeezed into the background.

I would like to name your little mascot "SPORTY," LOUIE LOGEAR — and spouting such remarks as — After 65 mph you're not steering anymore — you're aiming your car.

Robin Johnson
Glendale 4, Calif.

NO MORE WAITING

There isn't much I can say about how good your paper is, that someone else has not already said, except, I've been reading the wrong paper for a long time and often wondered why in the hell someone didn't print a sheet here on the West Coast. Well, here it is and I like it very much, so let's keep up the good work.

Harry A. Wheeler
Long Beach

CHEERS FOR BETZ

In your Nov. 4 issue, you went into the story about the AAA withdrawal from racing and the loss to the sport of such men as Art Pillsbury and Gordon Betz. Anyone who really knows Gordon, knows just how much he loves everything connected with auto racing, and the lengths that he has gone to so as to maintain this association with the sport.

Mr. Estes and the other men that are connected with the USAC are going to have a rough road before them before they get the FIA to go along with this new group and give them the official nod. They will get it, but it will take time and a lot of HARD work. My hat's off to them.

Robert D. Evans Jr.
Los Angeles 14

A GOLD MINE

Enjoy your "Scratch Sheet" on Motoring. I want to congratulate you on being the first with the news on West Coast sports car racing and results.

The most speculative gold mine in racing news history — West Coast that is. Keep up the good work.

Douglas W. Clagh
Los Angeles 45

WANTS NO. 2

A publication greatly needed. How do we obtain issue two? Keep up the good work.

R. G. Leathart,
Van Nuys, Calif.

AN AH FAN

Thank you kindly, sir. Let's see some more writeups about Austin-Healeys.

Dick Cobb,
Los Angeles 42.

THE GREATEST

Think your new product the greatest. It surely is needed in the sports car world. Please enter a subscription for me and also for my brother-in-law in Phoenix, Ray Silvius. He'll need your paper to keep his racing coverage up to date.

J. Lewis Spencer II,
Los Angeles 66.

FOUND IT INTERESTING

Picked up a copy of your first issue at Precision Motors and found it very interesting. Lots of luck with your new book.

Ralph Jungheim,
Los Angeles 48.

DON'T CHANGE IT

Great paper! Don't change it a bit. Enclosed please find remittance for one year.

Charles A. Nelson
Torrance, Calif.

A GREAT JOB

You're doing a great job, kids! Keep it up.

Fred S. Sander
Long Beach, Calif.

Races Aid Spa Airport

(Continued from Page 1)

out-and-out professionalism. The oracular dictum from the Dicing Deacons at Detroit recently said the SCCA could go at Sebring March 24, but don't go snatching for any of that \$10,000 gelt or you'll receipt for a bust in the mouth.

KEEP HANDS OFF DOUGH

More clearly, you are out-tainted but good with a sulphurous stink. You have earned a cozy bunk in juxtaposition to a pack of skunks. And your touch is a defilement to the true-blue brigade interested only in l'sport—copious sniffs of fresh air and tinware.

Keep your cotton-pickin' hooks off that gelt, driver.

No, the drivers are not getting the gelt at Palm Springs.

But somebody else is getting it. Three guesses.

The SCCA (which rightfully could use the dough in view of its financial flops)?

Nope.

Some charity (a clown once wrote us that the SCCA always turned over its profits — ? — to charity rather than enrich its own coffers like the CSCC, not stopping to think that the Santa Barbara and San Diego Junior Chambers of Commerce, among others, have received some fat checks from the California club)?

Nope.

\$ TO PROMOTERS

The money is going to what in effect amounts to the promoters of the race—the Haskell Brothers, operators of the Palm Springs Airport, where the races are being held, and Promoter George Cary, Jr., who will have the concessions at the spa and what-else we don't know.

In a sense you can't condemn the SCCA too much. The club cannot get on the hook for what it costs to stage a race. Look at what happened at Glendale. Furthermore, you can't just pluck an angel out of thin air any old time.

So what happens? The club can't, per se, risk it. There is no angel as far as the human orb can probe the landscape.

Ergo, they get three promoters—the Freres Haskell and Promoter George Cary, Jr.—and they say, "O.K., Buster, you stage the show, you take the risks, and you pocket the gelt if there is any gelt to be pocketed. But if we flop, then you, Haskell & Haskell and you Promoter George Cary, Jr., will have to take the jolt." With no gamble involved as far as the SCCA is concerned, one thing is certain—the club cannot lose. It will get the entry fee moola. The fee is \$15 per car for members, \$20 for non-members. Assuming there are 150 entries (prediction), that's roughly between \$2700 and \$3000.

That's a gross figure, mind you, because they have to print all the pass tags, releases, plus general expenses.

EXPENSES KEPT DOWN

Now, let's get into some more elementary arithmetic. Comparatively speaking, this race will be staged dirt cheap. There is no Al Papp race coordinator fee and few, if any, of the expenses that the Cal club is normally saddled with. They're cutting corners.

I estimate that it will cost the Freres Haskell and Promoter George Cary, Jr., less than \$7500 to stage the race. With a break in the weather and some decent publicity, they ought to pull in \$12,000 paid admission for the two days.

The gate, plus the concessions and sale of programs, should amount to a \$30,000 gross. I figure the net, then, in the vicinity of \$20,000, providing, again, the weather and drum-beating are up to snuff.

That's not a bad nudge of gelt. Strictly speaking, the gamble is not at all a big one, and the Freres Haskell and Promoter George Cary, Jr., stand to come out of it right smartly, thank you, in this deal. They're putting up the dough; therefore, they, not the SCCA, should reap the reward.

BEAT OUT CSCC

And talking about deals, the California Club was negotiating for a February Palm Springs date. But in the interim, Phil Curry and Ignacio Lozano of the SCCA and Promoter George Cary, Jr., went into a huddle with the Freres Haskell (MOTORACING, Dec. 30, 1955). Not that this is untoward or unusual.

But they made a deal with the Freres Haskell that sounded much better than past CSCC deals. That is, the Freres Haskell stood to make much more scratch. The same goes for Promoter George Cary, Jr., who, smartly, is interested in that uck-bay. As who isn't.

So the next thing you know the Cal Club hears and reads in the papers that the SCCA, or rather the Freres Haskell and Promoter George Cary, Jr., are staging a race in Palm Springs.

The Cal Club was on the outside looking in, with its collective beagles pressed against the cold delicatessen window.

HEY, KIMBERLY

I wonder if Kimberly, Moran and other SCCAers work out similar arrangements for their races.

Maybe that's the only way the local SCCA could stage a race—a race for the sole benefit of three racing impresarios, the Freres Haskell and Promoter George Cary, Jr.

And not the membership of the Los Angeles Region of the Sports Car Club of America, which through its active participation is making the race possible!

Ignacio Lozano, president of the L. A. Region of the SCCA, said:

"We are not in the business of promoting races, but interested only in giving our members a chance to have some fun. We are never interested in making money. We are a non-profit corporation. We depend on the sponsors to put up the money.

"The Palm Springs Airport is operating at a deficit and this is a chance for the Haskell Brothers to make some money. They are risking the capital.

"The drivers don't care where the money goes, although it would be different if they were getting paid. It is up to the public if they want to pay their money to the Red Cross, the Haskell Brothers or the operators of the Willow Springs track (Ed. Note: Willow Springs took a rental cut from races staged there by the CSCC. About 70 per cent of money made by the CSCC has gone to civic groups for their charitable funds.)"

This writer is merely curious if the entire local SCCA membership knows that sweet charity this time consists of the Freres Haskell and Promoter George Cary, Jr.

I wonder!
And I also wonder if anybody is home in the upper story?!

—GUS V. VIGNOLLE

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DEAN SURPRISES IN FIRST RACE

(Continued from Page 7)

races at the spa on Saturday and Sunday, March 26 and 27, he knew the time had come.

DEAN ENTERS PALM SPRINGS RACES

Repressing an uncontrollable urge for actual racing competition, Jimmy entered his Porsche in the second race on Saturday for under-1500cc production models.

I met Jimmy for the first time that cloudless spring day under a searing desert sun. I was on an assignment for Sports Illustrated, the national sports magazine.

Here was a big name on the Hollywood firmament. Everyone in the pits and behind the snow fencing talked of Jimmy Dean—not Jimmy Dean, the actor, but Jimmy Dean, the road race driver. Did he know how to drive? What would he do? Was he serious or was this just a cheap Hollywood publicity stunt? A flash-in-the-pan who wanted to let off steam?

I half-expected the typical hard-to-get-to Hollywood know-it-all, surrounded by a retinue of blathering sycophants and yes-men. Far from it. Here was a modest, mild-mannered, easy-going young man who seemed dead serious about racing.

NERVOUS AS RACE TIME APPROACHES

Obviously nervous and chain-smoking as race time drew near, Jimmy had no objections as I shot the candid photos which appear on page 7. He chatted amiably as a crowd gathered around him in the pits. Some times there are more people in the pits than behind the snow fencing at these affairs.

Aware that this was his first race, neighboring pit crews, mechanics, spectators and sundry hangers-on started to pour forth with advice. "You do thisaway on turn one . . . and you do thataway on turn four . . ." etc.

He was assigned to the fourth row. Jimmy and his friend and mechanic, Bill Tunstall, wheeled the car to the starting grid. Even then he was still getting tips. They told him how to cut in, once the field was off.

Starter Al Torres brought down the green flag, and it was like the thunder of Verdun.

Nobody—racing officials, veteran drivers and spectators alike—figured Dean had any kind of a chance. But they were all sadly mistaken.

JIMMY 5TH AT START OF RACE

For a quarter of a mile down the main straightaway, Dean was in fifth place. In the heat of the actual race Jimmy was suddenly forgotten and attention was directed to the leaders among the field of 19, many of them veteran drivers, as they started around the 2.3-mile course.

Then, suddenly, Dean proved he possessed a real leadfoot. After going around 11 corners and just at the head of the main straight, he was out in front—all alone. By the end of the first lap he led by 300 yards!

It was incredible that a rank amateur could take over the way Dean had. Veteran race followers quickly noted Jimmy was handling the Porsche with the technique of a veteran, despite the fact he had owned the car for only two weeks.

KNEW HOW TO HANDLE THE CAR

His cornering ability with this type of car called for perfect coordination of throttle, brakes and gear shift. By the end of the second lap, he was 400 yards in front. Unless he encountered mechanical difficulties, nobody had a chance of catching him.

At the end of the sixth and final lap, Starter Torres gave Dean the checkered flag as he roared across the finish line a good one-half mile in front of his nearest rival!

Jimmy Dean, who had dreamed of becoming a sports car driver, had had his first race under a blistering desert sun—and won with plenty to spare! And he had qualified for the next day's under-1500cc race, one of the two main events.

DEAN COULDN'T BELIEVE IT

"What do you think?" I asked him as the crowd gave him a roar. His laconic answer: "Gee, I can't believe it. All I've been doing is racing around Mulholland Drive."

(The next installment will tell of his first race against big-name drivers and of some of the other few races that followed before he met an untimely death in a highway accident last Sept. 30. Watch for it in MOTORACING.)

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638 W. Main St.,
Alhambra, Calif.

Lathrop G. Hoffman, Inc.
3905 S. Figueroa St., Los Angeles,
6003 Pacific Blvd., Huntington Park
9717 Wilshire Blvd., Beverly Hills

The Lillana Corp.,
445 Kalala St.,
Honolulu, Hawaii

Harvey Mayer Motors, Inc.
2137 Harbor Blvd.
Costa Mesa, Calif.

Menard Motors
531 Industrial Place
Palm Springs, Calif.

Potter Motor Sales
8918 Garden Grove Blvd.
Garden Grove, Calif.

Pan-Am Motor Co.
309 West 31st Ave.,
Amarillo, Texas

Nick Pastor
3451 Firestone Blvd.,
South Gate, Calif.

Prescott Sports Car Center
340 So. Montezuma St.,
Prescott, Ariz.

H. W. Robb & Son
454 North White
Pomona, Calif.

Satori, Inc.
143 S. Glendale Ave.,
Glendale, Calif.

Peter Satori of Calif., Inc.
325 W. Colorado St.,
Pasadena 1, Calif.

S-P Motors, Inc.
4201 Central Ave. N.E.,
Albuquerque, New Mexico

Shidler Motor Co.
9th and Broadway,
Wichita, Kansas

Suburban Motors
445 E. Anaheim
Wilmington, Calif.

Thoroughbred Car Co.
4217 N. Western Ave.,
Oklahoma City, Okla.

Distr. in No. California—Western Auto Import Corp., 3600 Broadway, Oakland, Calif.

Peter Satori Co., Ltd.

Importers and Distributors, Western United States

325 W. Colorado St., Pasadena 1, Calif.

SYcamore 6-0209; RYan 1-8362